

## Parsons, Susan

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**From:** Planning and Sustainability Commission  
**Sent:** Tuesday, November 22, 2016 3:00 PM  
**To:** Moore-Love, Karla; Parsons, Susan  
**Cc:** Tracy, Morgan; Gisler, Julia  
**Subject:** FW: Residential Infill Project testimony

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**From:** Daniel Miller [mailto:[danreedmiller@yahoo.com](mailto:danreedmiller@yahoo.com)]  
**Sent:** Tuesday, November 22, 2016 2:48 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** Residential Infill Project testimony

Hello, the following is a write-up of the testimony I gave to the Portland City Council on Wednesday, Nov. 16th, in favor of the Residential Infill Project recommendations.

My name is Daniel Miller. I am a citizen as well as an artist, and I will say first that I feel blessed to live in a shared household, in a 3-level Victorian that has a second full kitchen on the 2<sup>nd</sup> floor, because of an internal conversion of the kind that was allowed during the 1940's housing crisis in Portland, but which has not been allowable for over 50 years.

I really believe we should make this decision, and further ones in the near future, free from fear of speculative dire consequences. We need to create more housing. People are moving here. We cannot evade this reality. Therefore I fully support the Residential Infill Project and the further goals of Portland for Everyone (like tiny houses, more options in the middle/multi-unit housing range, and robust provisions for the preservation of urban tree canopy, ADA access needs, and flexible setbacks.)

In some of the opposition to these infill measures, I sense a profound, deeply ingrained sense of entitlement (often couched in terms of historical and environmental preservation) to a residential status quo that only became normative in Portland in the last 50 years. But what we are talking about here is **infill**. It's simply saying, ok, we currently have one set of rules which is actually more than a permission, it is a de facto **directive**: build lot-line filling single family trophy-boxes. OR, we can now choose to change this set of permissions, and therefore this directive, to: let's reduce the size of these new single family homes when they are built *and* build many more smaller and individually less expensive units (both new and by conversion) in a

return to the very mode of zoning that facilitated the creation of our desirable older neighborhoods in the first place.

As for whether a given “developer” will make more or less money on the deal... that developer could very well be a current homeowner who wishes (for example) to build multiple ADU’s, both external and by internal conversion. Or wishes to have a couple of tiny homes whose residents use the facilities of the main house. And so forth. People are driven by a variety of motives. Economics is an undeniable one. And *if we have a goal*: more units of housing across the entire city, to accommodate the needs of a wide spectrum of both new and old residents and facilitate the flourishing of truly walkable neighborhoods; And if in fact this need rises to the level of an emergency, as you Mr. Mayor and I believe all of us here agree it does; then we need to incentivize the creation of more units. Flat out. Case closed. And do so with both alacrity and optimism, with the hope that we can live up to our self-proclaimed identity as a haven (indeed a sanctuary) in troubled times. I thank you for your time.



STATEMENT BY CONSTANCE BEAUMONT  
ON  
RESIDENTIAL INFILL PROPOSAL  
NOVEMBER 16, 2016

My name is Constance Beaumont and I live in the Laurelhurst neighborhood. I'd like to make two recommendations.

First, we do need to create more affordable housing, but the RIPSAC proposal strikes me as more of a giveaway to developers than as a credible effort to yield the kind of housing that Portland needs. It seems more likely to encourage the demolition of existing homes – especially smaller, more affordable ones. *In any event, the proposal's assumptions are untested.* Like others have recommended, I urge you to *conduct a pilot test* before risking permanent damage to older neighborhoods. As one witness said last week: Don't repeat the mistake of the sixties, when well-intentioned but flawed urban renewal programs wrecked countless city neighborhoods.

Second, instead of racing ahead to meet an arbitrary deadline, given the proposal's long-term consequences, take a few more months to get things right. One idea: Consider partnering with the Urban Land Institute on an interactive conference in early 2017 that would bring in planners, local officials, and other experts from jurisdictions that have worked out successful solutions to the challenges facing Portland. Invite representatives from:

- Arlington County (where I once lived), which chose to *focus* higher density along transit corridors instead of *scattering* it over half the city. The policies for Arlington's Clarendon transit node are especially worth examining. They yielded a dramatic increase in density but still managed to preserve the identity and architectural heritage of older neighborhoods. The Clarendon node also recognized the importance of good design in the higher density development.
- Los Angeles, where Nore Winter, the urban designer mentioned earlier who has worked with cities across the country, is helping the city to avoid a one-size-fits-all approach and to create context-sensitive guidelines for diverse neighborhoods grappling with McMansion and demolition issues.

And invite the former mayor of Charleston, S.C., Joe Riley, who earned national recognition for his work on housing, livability, and preservation and who is now a visiting fellow at the Urban Land Institute, which offers advice to cities on affordable housing and community livability. Bring Mayor Riley and others to Portland to hear what they've learned about balancing housing, livability, and urban design goals.

Higher density *is* important for lots of reasons – and I support it. But density can be handled well or poorly. Please take the time to get it right. Thank you.



Mayor Charlie Hales  
 Commissioner Nick Fish  
 Commissioner Amanda Fritz  
 Commissioner Steve Novick  
 Commissioner Dan Saltzman

November 16, 2016

**RE: Residential Infill Project**

Dear Mayor Hales and Commissioners,

We are writing to share our concern that the Residential Infill Project concept recommendations do not address Portland's dire need for housing that is affordable to low- and moderate-income families.

While we agree with the 10 existing recommendations, City Council must add provisions to incentivize and prioritize the inclusion of truly affordable homes in Portland's single-dwelling zones. This can be achieved by simply reinstating a provision from the June 2016 Draft Proposal: "Allow an additional bonus unit for providing an affordable unit." We find it unconscionable that this provision was stripped from the Concept Report that you are now considering, and that the Residential Infill Project is therefore on the verge of moving forward without this important tool to expand housing equity and inclusion in Portland's highest opportunity neighborhoods.

Reinstating this affordable housing provision would make the development of affordable homes far more feasible for any developer, including non-profits such as Habitat for Humanity, PCRI and Proud Ground. It would also be consistent with your Comprehensive Plan commitments to expand access to affordable housing and dismantle residential segregation.

Making an affordable housing project financially viable requires that the land cost per unit be kept low. For example, Living Cully member organization Habitat for Humanity finds that it can only afford to spend about \$35,000 per unit for land. Therefore, allowing a bonus unit in exchange for affordability requirements would make more projects feasible, as the land cost could be divided among more units. The same would be true for a for-profit developer that wishes to include an affordable unit in a residential development.

As long as this bonus is provided only in exchange for an affordable unit, the land value will not increase as a result of this increased development potential. Rather, land prices will continue to reflect what market-rate developers are willing to pay, which is based on the number of units that *they* can develop

on the property. An affordable housing bonus will enable developers of affordable units to acquire land at a price reflecting the market-rate density, but then spread that cost out among more units. This would allow them to compete for more properties, make more projects financially viable, and build affordable homes in Portland's high opportunity neighborhoods – where market forces are driving displacement and residential segregation based on race and income.

To illustrate this concept, here is a scenario based on an actual single-family property that is on the market in the Cully neighborhood:

An R7 property is currently developed with a single-family home and listed on the market for \$300,000. Current rules allow for a duplex on this corner lot. A market-rate developer could acquire this property and renovate/add to the existing structure to create a duplex. Affordable homes would not be financially viable on this property, because the cost of acquiring the land can only be split between the two allowed units. The final sales price or monthly rent required to pay for the project would be out of reach for lower-income families.

However, if the inclusion of an affordable unit meant that a triplex could be developed, whereas a market-rate developer could only build a duplex, the land cost would be shared among three units. This could bring down the final cost of the homes to a point that would be truly affordable to families who are otherwise priced-out of the housing market.

Under the proposed Residential Infill rules, which we support, the basic premise of this scenario would be the same, though the numbers would change. The land value would be higher than under existing conditions, because any developer could build a triplex on the corner lot, rather than a duplex. However, an additional bonus unit in exchange for affordability would enable a project to include four units, and therefore split the higher land cost four ways.

We call on you to honor the goals set forth in the Comprehensive Plan by including an affordable housing bonus in the Residential Infill Project concepts. As you know, the Bureau of Planning and Sustainability will develop code and map amendments based on your direction. Eliminating the affordable housing bonus at this stage would be a grave mistake, and a missed opportunity to advance housing equity and build inclusive neighborhoods.

Sincerely,



Tony DeFalco  
Living Cully Coordinator  
6899 NE Columbia Blvd, Suite A  
Portland, OR 97218

To:

HONORABLE Charlie Hales, Mayor and City Council Representatives  
City Hall, Portland, Oregon

November 16, 2016

Re: Proposed Zoning Changes

The experience of one Homeowner who stretched current codes to create middle housing that probably meets the proposed changes.

I bought my lovely, large Craftsman Bungalow about 10 years ago. It was permitted as a triplex in the planning department but not in the building department. Well, silly me! I thought I would proceed with completing triplex requirements. What a Mistake! I ended up having to put in a 2 inch fire line from the street to service a commercial sprinkling system. We replaced some expensive pump 3 times because the building department couldn't figure out what they really wanted. It also took up all usable attic space. The inspector kept grumbling why he had to be there in the first place. "this is residential not commercial!! Guess only he and I saw it that way. You'd think I was going to jam refugee families into every nook and cranny. But no the people I serve even with today's rents are working singles in the studio 2 first year teachers in the one bedroom and a single mother with 3 kids in the basement two bedroom I live on the first floor. There does happen to be a nearly homeless person camping in my living room. It's a total 9 people. There have been "single" families in this neighborhood with 2 parents and as many as a 11 kids. This house originally had five bedrooms not counting the ones in the basement now. As currently configured it meets the cities' hope for middle housing. It's hard to recommend others do something similar because of the cost and the disconnect between planning and codes. I plan to live to age in place. I actually like what I have done because I am a 71 year old Sr. with a Disability and my renters help out from time to time. I'll have an apartment when I need more help than I do now. I'm 71 the youngest is 11 everyone else ranges from 17 to 50.

This house is on a corner in the Hollywood Neighborhood. Across the street is another triplex without a sprinkling system and adjacent is a small apartment building with 12 studios, and a courtyard and no sprinkling system. I have a two car garage in back of my triplex perfect for a handicapped accessible ADU. I wonder if the new FAR would allow me to pop my roof? I think I could maximize this corner and still maintain my disguise as a single family home. My fear is with all the code hoops I have jumped through including an oversized sewer line street connection was forced to put in when the neighbors sold their house and we discovered they were hosting the party line sewer. They of course did not have to pay for an oversized connection. I suspect with all change/requirements my once acceptable triplex housing four separate households will be ripe for demolition and the development of some monstrous boring box of cookie cutter units.

Thanks for reading this far! I am willing to walk this through with those more versed in code and planners to address solutions.

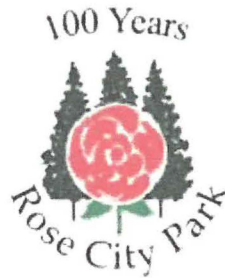
Lucy Shelby

1834 NE 38th

503 281 6330







Nov. 16, 2016 <Sent this date via e-mails noted below>

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 CNN Exec. Dir., Alison Stoll ([alisons@cnncoalition.org](mailto:alisons@cnncoalition.org))

Subject: RCPNA Recommendations on Residential Infill Project Concept Report

Honorable Mayor Charlie Hales and City Commissioners:

Thank you for the opportunity to address the Concept Report on the Residential Infill Project. On Nov. 15<sup>th</sup> the RCPNA Board approved the recommendations made by their Land Use and Transportation Committee on Oct. 20<sup>th</sup>, 2016, supporting their recommendations on the Concept Report.

The Rose City Park Neighborhood Association recommends the following:  
 Proposed language is in **bold, underline, and in italics**.

### Regarding Concept 1:

#### 1. Limit the size of houses while maintaining flexibility

- a) Establish a limit on house size that is proportional to lot size and zone using a floor area ratio (FAR).
- b) Exclude basements and attics with low ceiling heights from house size limits.
- c) Allow bonus square footage for detached accessory structures (0.15 bonus FAR).
- d) Maintain current building coverage limits.

#### **Support with clarification for subsection a), as follows:**

- a) "Establish a **0.7 FAR** limit on house size that is proportional to lot size and zone. **using a floor area ratio (FAR).**"

Note: This would allow a little over 3,000 square foot house for a 5,000 square foot lot rather than the proposed Floor Area Ratio (FAR) of 0.5 = 2,500 square foot house for the same sized lot (see page 25<sup>1</sup>).

<sup>1</sup> Residential Infill Project Concept Report to City Council, see <http://www.portlandoregon.gov/bps/71816>

**Reasoning:** The 0.7 FAR would fit the historic house sizes in our area and would allocate more office area options inside of the primary house, allowing for work-at-home space that support reduced trips.

### Regarding Concept 2:

#### 2. Lower the house roofline

- a) Restrict height to 2½ stories on standard lots.
- b) Measure the basepoint from the lowest point 5 feet from a house, not from the highest point.
- c) For down-sloping lots, allow use of average street grade as a basepoint alternative.
- d) Ensure that dormers are a secondary roof mass.

#### **Support with amendment for subsection b), as follows:**

- b) "Measure the basepoint from the lowest point from the house, ~~not and~~ the highest point **5 feet from the house and use the average of both points.**

Note: This amendment may allow a compromise for down-sloping lots that is also addressed in subsection c).

**Reasoning:** The average of the two points, highest and lowest, at 5 feet from the foundation would provide a compromise for non-flat properties in determining the appropriate base-point for measuring height.

### Regarding Concept 3:

#### 3. Improve setbacks to better match adjacent houses

- a) Increase minimum front setback by 5 feet; provide an exception to reduce setback to match existing, immediately adjacent house.
- b) Encourage building articulation by allowing eaves to project 2 feet into setbacks and bay windows to project 18 inches into setbacks.

#### **Support.**

### Regarding Concept 4:

#### 4. Allow more housing types in select areas and limit their scale to the size of house allowed

- a) Within the Housing Opportunity Overlay Zone in R2.5, R5 and R7 zones, allow:
  - House with both an internal and detached accessory dwelling unit (ADU).
  - Duplex.
  - Duplex with detached ADU.
  - Triplex on corner lots.
- b) Establish minimum qualifying lot sizes for each housing type and zone.
- c) Require design controls for all proposed projects seeking additional units.

#### **Support with the following amendment under a) as follows:**

- a) "Within the housing Opportunity Overlay Zone in R2.5, R5 and R7 zones, allow:
  - **Single residential dwelling.**
  - House with both an internal and detached accessory dwelling unit (ADU)
  - Duplex
  - Duplex with detached ADU
  - Triplex on corner lots."

**Reasoning:** Current language excludes single residential dwellings.



### Regarding Concept 5:

#### 5. Establish a Housing Opportunity Overlay Zone in select areas

- a) Apply a housing opportunity overlay zone to the following areas:
  - Within a ¼ mile (about five blocks) of centers, corridors with frequent bus service, and high capacity transit (MAX) stations.
  - Within the Inner Ring neighborhoods, and medium to high opportunity neighborhoods as designated in the new Comprehensive Plan.
- b) Exclude areas within the David Douglas School District until school district capacity issues have been addressed.
- c) Prior to adopting any specific zoning changes, refine the Housing Opportunity Overlay Zone to produce a boundary that considers property lines, physical barriers, natural features, topography and other practical considerations.

#### **Support subject to an amendment to subsection a), as follows:**

- a) Apply a housing opportunity overlay to the following areas:
  - Within a ¼ mile 1,000 feet (about 5 blocks) (about 3 blocks) of centers, corridors with frequent bus service, and high capacity transit (MAX) stations as a pilot project.

Reasoning: The Committee agreed that a smaller test area would be appropriate with such a far-reaching concept as is being proposed.

### Regarding Concept 6:

#### 6. Increase flexibility for cottage cluster developments on large lots citywide

- a) On single-dwelling zoned lots of at least 10,000 square feet in size, allow cottage clusters subject to Type IIx land use review.
- b) Cap the total square footage on a cottage cluster site to the same FAR limit [see Recommendation 1] and limit each new cottage to 1,100 square feet.
- c) Inside the Housing Opportunity Overlay Zone [see Recommendation 5], the number of cottages allowed equals the same number of units that would otherwise be permitted.
- d) Outside the Housing Opportunity Overlay Zone, allow one ADU for each cottage.
- e) Develop specific cottage cluster rules to ensure that development is integrated into the neighborhood.
- f) Explore additional units when the units are affordable and accessible.

#### **Support.**

### Regarding Concept 7:

#### 7. Provide flexibility for retaining existing houses

- a) Scale flexibility:
  - Allow modest additional floor area for remodels, additions and house conversions.
  - Allow modest additional height when an existing house's foundation is being replaced or basement is being converted.
- b) Housing choice flexibility:
  - Inside the Housing Opportunity Overlay Zone [see Recommendation 5], allow an additional unit when an older house is converted into multiple units or retained with a new cottage cluster development.
  - Pursue additional flexibility for house conversions, such as parking exemptions, systems development charge (SDC) waivers or reductions, building code flexibility and City program resources that facilitate conversions.

#### **Support subject to the following amendment to subsection b), as follows:**

- b) Housing choice flexibility:
  - Inside the Housing Opportunity Overlay Zone...<Same as proposed, above>

- Pursue additional flexibility for house conversions, ~~such as parking exemptions~~, systems development charge (SDC) waivers or reductions, building code flexibility and City program resources that facilitate conversions.”

Reasoning: Revisions to 7 b) are recommended since the neighborhood supports off-street parking for new dwellings.

### Regarding Concept 8:

#### 8. Rezone historically narrow lots to R2.5 in select areas

- Allow historically narrow lots to be built on by rezoning them to R2.5 if located within the housing opportunity overlay zone [see Recommendation 5].
- Remove provisions that allow substandard lots to be built on in the R5 zone.

#### Support 8 a) subject to the following amendment, as follows:

- “Allow historically narrow lots to be built on by rezoning them to R2.5 if located within the housing opportunity overlay zone, **within 1,000 feet (about 3 blocks) of centers, corridors with frequent bus service, and high capacity transit (MAX) stations [see Recommendation 5]**”

Reasoning: The language proposed allows this concept to be implemented as part of the **pilot project** that was introduced for the Housing Opportunity Overlay Zone under Recommendation 5. The added language provides clarity and removes confusing reference language.

#### Abstain on 8(b due to the lack of clarity.

Reasoning: There is no mention of the minimum R5 lot sizes in the existing code to compare with the proposed amendment.

### Regarding Concept 9:

#### 9. Citywide improvements to the R2.5 zone

- On vacant R2.5 zoned lots of at least 5,000 square feet, require at least two units when new development is proposed. Allow a duplex or a house with an accessory dwelling unit (ADU) to meet the requirement.
- Reduce minimum lot width from 36 feet to 25 feet for land divisions.
- Allow a property line adjustment to form a flag lot when retaining an existing house.
- Require attached houses when a house is demolished.
- Allow 3-story attached homes and limit detached houses on narrow lots to 2 stories.

#### Support Concept 9 subject to amendments, as follows:

- “On vacant R2.5 zoned lots of at least 5,000 ~~allow a house, require at least two units when new development is proposed. Allow~~ a duplex, or a house with an Accessory Dwelling Unit.”
- When existing house is retained allow the reduction of ~~Reduce~~** minimum lot width from 36 to 25 feet for land divisions.
- <Same as above>
- Allow Require** attached houses when a house is demolished.

- e) **Subject to the height limits, allow** 3-story attached homes and limit detached houses on narrow lots to 2 stories.

**Reasoning:** Support allowing single family dwellings, providing greater lot dimension options when retaining existing structures, and stepping down the building heights as a transition to abutting R5 properties.

**Regarding Concept 10:**

**10. Revise parking rules for houses on narrow lots**

- a) Allow, but don't require parking on narrow lots.
- b) When a lot abuts an alley, parking access must be provided from the alley.
- c) Allow front-loaded garages on attached houses on narrow lots if they are tucked under the first floor of the house and the driveways are combined.
- d) Do not allow front-loaded garages for detached houses on narrow lots.

**Opposed Concept 10 as written.**

**Reasoning:** Keep require off-street parking for all houses and permit front-loaded garages for detached houses.

In conclusion, the RCPNA supports a Pilot Project for the revised policies of the Residential Infill Project on a smaller scale be completed prior to expanding this project's implementation to a greater area of Portland.

Please let me know if you have any questions or I can be of further assistance.

Respectfully,



Tamara DeRidder, AICP  
Chairwoman, RCPNA  
1707 NE 52<sup>nd</sup> Ave.  
Portland, OR 97213



1. I am at a loss to understand the timing, the urgency, and the extent of this proposal to upend the single-family zoning in 40% of the city. I am not sure of its legality, but the sense of betrayal is palpable.
2. The planning department admits that any growth in the city's population can be accommodated on the arterials and town centers without gutting residential neighborhoods; I do not understand who this is for.
3. I have lived off Division for 24 years, in an 105-year old bungalow that was to be destroyed , along with the entire neighborhood, for the Mt. Hood Freeway. My neighborhood was to be thrown away; now thirty years later, it is the hottest neighborhood in town. Development pressure, aided and abetted by deal-making, "grand compromises", and entitlement, will now lead to the wholesale demolition of some of the best housing stock in Portland, with nothing to show for it.
4. I live in a tear-down. As an architect, whose career has been devoted to improving and maintaining quality housing, can you fully understand how depressing this is to me? My family is only the fourth family to have lived in the house; we will probably be the last. An image of a Portland Bungalow was cited as the overwhelming winner of the Planning Department's Visual Survey 20 years ago. My 1200 square foot, 2 bedroom, 1 bath house, on a 40 x 100 lot, is worth north of \$400,000. My house has a new roof, an entirely new plumbing system, a new furnace; and since I am an architect, who has designed and consulted on remodels of 5 other houses on the street, it still needs a new bathroom, kitchen, and paint job. None of this is relevant, since my house will be torn down when my wife and I leave, and will be worth what it is worth in spite of, or despite, any improvements we make. I live in a tear-down, and these proposals will only hasten its destruction. And thus an example of the best modest housing anywhere, with clearly another 100 years of exemplary life left, will be history.
5. My house, the perfect house for the smaller families you are supposedly trying to serve, will be torn down by a rapacious small-time developer. He will have paid over \$400,000 for the lot, since he will demolish the house. His back-of-the-envelope calculations will lead to a duplex and external ADU, which will sell for more than 1.2 million dollars. Affordable? Choice? Who is kidding who - every part of every one of these new missing-middle developments will certainly cost more than the existing one bedroom apartments on Division, so what or who is this for?
6. The Orwellian nature of the rhetoric surrounding these proposals is amazing. Please admit that nothing about this is affordable in any real sense of the term. Stop the Macro Economics nonsense that equates density with affordability despite evidence around the world that this does not work, since Micro Economics insists that every new unit will be sold for what the market will bear. The Market will never build Affordable Housing, no matter how much you pervert the term.
7. On the Right, no one is entitled to employment as a small contractor, and don't subsidize their profits by changing the rules to make demolition more worthwhile.
8. On the Left, no one is entitled to move into my neighborhood, just as I am not entitled to live in the West Hills, Alameda, Irvington or Eastmoreland. 24 years ago, my family made the correct decision to buy a house in a depressed neighborhood, and I hope we contributed to its resurgence - we did not insist on tearing it down in order to allow us to live there.

9. Efforts to improve "choice" in my neighborhood will threaten it's very existence, while ignoring the needed improvements in forgotten areas of the city. This is gentrification and displacement by other means - you are erasing the existing housing choices and replacing them with new units that will certainly not lead to affordability and might not even lead to any appreciable increase in density.

10. Every effort must be made to stop demolition:

- If you must adopt these rules, pay strict attention to the details and stipulate that working the system will result in immediate withdrawal. Enact the scale rules, but admit that you are nevertheless dooming all of the bungalows, especially by not counting basements, attics or ADU's in the square footage maximums. By allowing 2 for 1 or 3 for 1 replacement, admit that you are really proceeding with the demolition of all houses less than 1500 square feet in size.

- If you must do this, then restrict it to R-2.5. I will sacrifice my block, the first block off Division and the other arterials - why don't you just admit that this is really making all of R-5 into R-2.5, and changing almost all of Southeast Portland?

- If you must do this, allow internal ADU's only in existing or enlarged houses, again to prevent demolitions.

- Admit that since external ADU's are currently allowed everywhere, we have already doubled the allowable unit density without encouraging demolition.

These proposals will only line the pockets of small developers. They will not provide any meaningful answers to the housing crisis. They will not improve neglected neighborhoods around the city. They will only lead to the destruction of some of the best housing stock in the best neighborhoods we already have.

Richard Neal Lishner, AIA  
richarchitect@gmail.com

Testimony to Portland City Council, November 16, 2016

I am Jim Brown; 3407 NE 27<sup>th</sup>. I serve on the UNR steering committee. I have lived in NE Portland for about 70 years. I have seen a lot of change and recognize that the City must continue to evolve. That said, I believe the RIP proposal in its current form will bring about undesirable consequences, in addition to accelerating demolition of good, livable homes.

Half-mile-wide transportation corridors do not affect my Alameda Neighborhood at this time, because the bus lines through the neighborhood do not run that frequently. However, as written, the proposal leaves transportation-corridor definition and establishment open to TriMet's responses to increased ridership, thereby de facto up- or down-zoning some areas. As density increases in proposed overlay areas north of Alameda, ridership will increase, possibly up-zoning the entire neighborhood. Other single-family residential areas would be affected in the same way, generating increased density in a haphazard way far from centers and ultimately rezoning nearly all of R5 Portland.

Blanket rezoning fails to take into account the proximity of proposed new multi-unit residences to businesses, services, stores, offices and other amenities in the nearby center. Rather than setting a fixed boundary distance from a "center" or corridor for areas of increased residential density, the zone boundary should depend on the number of amenities offered in the nearby center.

The proposed overlay is much too large. Rezoning this much of single-family Portland will result in spotty densification, depending not only on proximity to centers, but also on which homes it will be most profitable to replace or internally convert. Haphazard development will result in random overloading of infrastructure such as streets and sewers.

Families buy their homes for the long term. This proposal leaves too much uncertainty. I suggest a process that takes into account the concerns I have expressed and involves property owners and renters in the planning for their areas. A neighborhood-compatible approach to increasing density will take more time and work, but will do a better job of keeping Portland - Portland.

*At least two Portland neighborhoods are currently considering nominating themselves for designation as National Historic Districts. This is a desperate attempt to protect the neighborhoods from incompatible development, which the City has long failed to do. The Irvington National Historic District can be regarded as a sort of pilot program for this remedy. The INHD was not approved by property owners and has proven to be a burden on property owners and the Bureau of Development Services. The purpose of a historic district is to preserve a record of its time. It is an imperfect tool for controlling development. I urge the Council to find policy solutions that balance density while protecting Portland neighborhoods.*

Jim Brown  
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*Agenda Item #1290*

Dear Mayor Hales and City Council,

*I live in Lents Neighborhood.*

My name is Alison Hilkie and I am a Portland native. This is the first time I have ever appeared before the City Council. I am here to speak in favor of the Residential Infill Proposal ~~by City Staff~~, as well as the extended benefits of the Portland for Everyone Proposal.

- ② Our city desperately needs supply at the low end of the housing market. Small units are more affordable, and more environmentally responsible, especially considering that a majority of Portland households have only 1 or 2 people. At the same time, we are seeing too many demolitions and too much loss ~~of~~ the urban tree canopy. Allowing a 2<sup>nd</sup> house on the same lot if the existing home is preserved, and allowing flexibility in setback requirements to preserve trees, are two specific proposals which preserve the character of existing neighborhoods while accommodating population growth.

~~My husband and I have lived in Lents neighborhood for the past 8 years. We love Lents! However, in the past two years, we and our neighbors have been hit with rising housing costs; for tenants, rents have gone up by 10-20%, and homeowners have seen year over year property tax increases.~~

- ① We need City policy to incentivize more, smaller units over fewer, larger ones. We need City policy to encourage free market answers to the need for affordable and accessible housing. Currently, market forces are working against Portland families as limited supply and outside speculators drive up costs. Let's reverse that trend.

I strongly support smaller structure footprints, for two reasons, both of which are currently of great importance in my neighborhood. The first is affordability. My ~~Lents~~ *East Portland* neighborhood has many existing 2-bedroom homes that are less than 1,000 sq ft in size. Those homes have long been affordable for first time homebuyers, families raising children on a single income, young adults balancing school loans with house payments, retirees downsizing on fixed incomes, and many more. However, recent new construction has exclusively focused on houses of 2,000 sq ft or more, which are out of reach for so many Portlanders. As the Council is surely aware, median wages in our city are not keeping up with rising housing costs.

While in some neighborhoods, the problems associated with housing may have more to do with aesthetics and preserving property values, in my neighborhood it is a matter of economic survival and geographic displacement. My neighbors are afraid. We live with painful financial insecurity. We don't want to have to uproot our families and move our kids to new schools. We experience a "time tax" due to the longer commutes involved with living on the Outer Eastside and don't want to be pushed even further from the city center. We have already borne more than our share of increased density, and public investment in infrastructure has not kept pace.

A final comment: The 1980 Comprehensive Plan was adopted but not implemented in all sections of the City. I ask ~~this Council~~ (and the ~~incoming~~ Council) to muster the political will to implement whatever zoning changes are adopted, equitably City-wide. Future density increases must be dispersed to all ~~sections~~ <sup>neighborhoods</sup> of Portland.

Effective zoning regulations will direct private investment to better suit the common good. Market-based Affordability makes sense for Portland.

Thank you.

*A. Allen*

*Inclusive  
Walkable  
Vibrant*

*Legalize the "missing middle" housing options  
But they will be rentals*

*[I like the team approach: Break up the comments into 2 speakers.]*

**Nov 16, 2016**

**To: Mayor Hales and Commissioners Fritz, Novick, Saltzman and Fish**

**Re: RIPSAC City Council Testimony**

**From: Terry Dublinski-Milton, 6111 East Burnside St, Portland 97215**

Thank you for taking the time for public testimony on the residential in-fill project. My husband and I are very much **IN SUPPORT**. There is a housing crises and we need to use every tool at our disposal to increase affordable housing supply in the private housing market. I would further like to highlight a North Tabor Neighborhood Association submission to the Bureau of Planning and sustainability.

**Proposal:** the creation of an R1.5 (1 unit per 1500 sq ft) zone, to be used for a residential design overlay. It would apply to residential areas zoned R1-R5 in inner neighborhoods with old houses in need of seismic upgrades.

**Purpose 1:** increase affordable density in a non-intrusive way by integrating it into existing residences and neighborhoods

**Purpose 2:** reduce pressure for mixed use zones to absorb most of the city's increased residential density

**Purpose 3:** protect older residential structures against seismic events by exchanging the development of extra units in the structure for seismic upgrades

**Purpose 4:** protect residential tree canopy from clear-cutting

Requirements for the R1.5 overlay development rights:

Salvage an existing structure that is of local historical or cultural significance; retrofit structure to withstand and be habitable following a seismic event. Require additional unit to convert to full duplex, triplex, etc; encourage side units, basement, and top floor additions

Protect large trees on property

Maximum units: one unit per 1500 sq ft (=3 units for a typical 5000 sq ft lot), opportunity for bonus units. Minimum units: one additional non-ADU unit

An R5 Residence seismically upgraded by basement replacement with a new apartment would be encouraged by code. An entire second house or duplex could be added if the tree canopy was saved in the process. This may require local architectural creativity, but this is the Portland way.

Thank you very Much for your time and effort to make this a better Portland,

Terry Dublinski-Milton, 6111 East Burnside 97215, 503 867-7723



Testimony for Alyssa Isenstein Krueger  
 503-724-6933  
[pdxhappyhouse@gmail.com](mailto:pdxhappyhouse@gmail.com)  
 2348 SE Tamarack Ave.  
 Portland, OR 97214

My name is Alyssa Isenstein Krueger and I am HAND resident, a real estate broker who has spent a decade advocating for and working with first time home buyers with low to moderate incomes to become homeowners, and I am a steering committee member of United Neighbors For Reform.

The vast majority of new homes that have been built over the last few years already meet the proposed guidelines in the RIPSAC proposal for house size, particularly when you add in the 1200 additional sq. feet allowed in a basement under this proposal. To hear so-called affordable housing coalition members state that this proposal will eliminate McMansions is disingenuous and downright false. With the exception of only a few very large homes, we will still see the exact same so-called McMansions being built because they already fit into the "new" and improved size guidelines, and there is a market to purchase them. For residents who are tired of seeing the out of scale and monotonous new housing being built, they feel comforted when they hear paid staff members stating the RIPSAC proposal is the antidote to McMansions, because that is what they want to hear. I urge council members to study the facts and data before blindly believing that this proposal will end the construction of large, out of scale housing.

Not a single home built by private market developers over the last few years has been more affordable than the housing it has replaced, even when factoring in duplexes replacing single family homes. The duplexes sell in the \$500k-\$900k range. Developers pay \$400,000 on average for a lot, usually with an existing home on it. They use the back of the envelope formula of taking the acquisition price, timing that by three and add 2-10% when deciding whether purchasing a property makes financial sense. With a \$400k property, a builder is going to be looking at making \$1.2 million on return, and in this market, they are getting \$1.2 million for these homes that already fit the proposed size guidelines. This proposal offers zero pathways for the increase in density to run parallel with an increase in true affordability, using the 80% or below MFI metric, let alone 120%.

I want to see a realistic pro-forma using true land acquisition and building costs that shows how this proposal will result in more affordable housing. Without hard facts and figures backed by actual economic and real estate sales data, then the talk is just propaganda backed by for-profit developers who have a financial interest in seeing this proposal passed.

We are in a housing affordability crisis, not a density crisis. Beginning this past September, demand for the newly constructed luxury apartments has been dropping off and more and more of these buildings are offering incentives like a month or more of free rent. With 8,000 new units in the hopper for the close-in neighborhoods, and most of them "luxury", the supply will have more than outpaced demand within the next 2 years. With that many units coming on the market, why are we upzoning our single family neighborhoods which threatens housing affordability and neighborhood character. The RIPSAC proposal in its current iteration throws the baby out with the bathwater.

The other point I want to make is that increasing density by allowing for more than one ADU on a property could be done with a code change, not a zone change. Overlay zones are designed to increase or add restrictions to what is allowable by existing zoning on a property, such as limiting what can be built or replaced in historic districts, or preserving wildlife habitat. They are not designed to reduce the amount of restrictions, and up zoning a property to allow an increase in the number of units on a property is a zone change, not an overlay. I question the legality of using the overlay zoning tool in this instance. Code language allowing properties to add additional ADU's while retaining the existing home were put into place some years back, so expanding this notion to allow 2 ADU's per property could be done with a code tweak, not a zone change. The idea of allowing properties to add an additional ADU on their property while retaining the existing structure, is a sound proposal for the city to move forward on, as adding units to existing homes is the only way this proposal has any traction of possibly creating less expensive units- whether they are condo-iced for home ownership, or providing rentals, as long as they are not used as short term rentals.



Hello, I am James Ofsink testifying in support of the Residential Infill Project.

My partner and I have been homeowners living at 45th and Division for almost a decade now and over that time our neighborhood has been one of the epicenters for infill development. I believe that the new neighbors, businesses, and infrastructure accompanying this development have made the neighborhood I already loved even better.

All projections indicate that our city will continue to grow in population, and meanwhile we are already experiencing a housing crisis that threatens to force more families out of their homes and onto our streets. I strongly support the Residential Infill Project and believe a yes vote is necessary for sustainability and social justice reasons. We need to take bold steps now to continue to build on the things that have made Portland such a great place to live.

I recently ran for public office and went door to door in inner SE Portland speaking with thousands of neighbors about the issues that concerned them in our community. More than any other topic, housing affordability and homelessness is at the top of people's list.

**This vote is your chance as a Council to encourage affordable housing in an equitable way across the entire city.**

As I walked from neighborhood to neighborhood I was also impressed with the decisions that previous generations of Portlanders had made to infill and creatively divide larger, older houses to build up a diversity of housing stock (often without any off-street parking). It's no coincidence that many alternative housing types including garden apartments, duplexes, quadplexes, ADUs, etc. are prevalent in some of the city's most popular neighborhoods. Density in neighborhoods attracts local businesses and helps them thrive. It makes it easier to provide services like broadband and public transportation and creates connected, walkable, communities.

The issues of our era, in my opinion, are climate change and wealth inequality, and it's rare to be able to work on both of them at the same time. But that is exactly the opportunity you have with this vote.

The Council should make a strong statement for current and future generations of Portlanders. Encouraging affordable housing benefits young people, communities of color, people living in poverty, and many other groups who are often under-represented in our decision-making. Our communities are BETTER when they are more diverse and every neighborhood in Portland needs to be stepping up to the plate to be infilling sustainably.

I am 34 years old and plan to be living here 50 years from now. I know that the decisions we make today will determine the livability of the Portland of 2066 and beyond. Are we going to be the City that shuts out newcomers and is unaffordable for even those who grew up here? Or will we truly be the City that works for everyone by living our sustainability and social justice values? I hope you will pass a visionary plan that helps our city continue to grow and adapt in a way that works for everyone, but especially the most vulnerable members of our community.

Thank you.



**Residential Infill Project Proposal-  
City Council testimony- November 2016  
Scale/Mass Sections**

John Sandie- NE Portland resident, member of United Neighborhoods for Reform(UNR)

One of the core issues that drove the formation of the Residential Infill Project (RIP) was to address neighborhood compatibility or context within new development. While recognizing that neighborhood character is difficult to define, it then falls on scale and mass terminology and limits to achieve the goal of managing new development towards compatibility. And yet, in only one limited phrase, does this proposal refer to existing structures as a guideline for new development.

At first glance, the FAR ( floor area ratio) discussions and comparisons seem to indicate a significant step in limiting mass; but in reality the new guidelines would just impact a small number of the most egregious examples recently built.

The clarification and setting height limits based on low points of surrounding grade does have a positive effect; but yet again, has no strong link to existing residences. In many neighborhoods with multiple blocks of modest bungalows and Tudors, a 30 foot tall house would be totally out of place by anyone's aesthetic sense. Other communities have developed area unique housing style approach to defining the new "developmental envelope or box". (Example attached showing range of FAR's, setbacks and heights depending on multiple residential zoning classifications) Why can't Portland take a similar approach of some differentiation, rather than the one size fits all approach?

The relative uniformity of front set back of houses may be the key to block by block congruent flow of a neighborhood. The proposal does push back the existing guide lines from 10 to 15 feet - with a possible waiver being given to allow matching adjacent 10 foot setbacks. Again, I ask. Why can't Portland, as other cities' do, link this key feature to all existing setback conditions? (Example attached with footnote "or within range of surrounding properties on same block face")

While there are no simple, direct methods of defining neighborhood compatibility, many other municipalities have used wording and graphics that take into account existing houses as guides for new development limits regarding scale and mass. I urge City Council to direct BPS planners to include similar, reasonable nuances within their recommendations -- Portland's admired and valued neighborhoods deserve nothing less.

	SF7-C4			SF14-C2 MF14-C2			SF14-C3			SF14-C5			MF14-C1 MF20-C1 MF32-C1		
<b>LOT STANDARDS</b>															
<b>Lot Area</b> (min. square feet)	5,000			5,000			6,000			10,000			4,500		
<b>Lot Width</b> (min. feet)	50			50			60			75			45		
	Lot Area			Lot Area			Lot Area			Lot Area			Lot Area		
	Up to 4,999 sq.ft.	5,000 to 7,499 sq.ft.	7,500 sq.ft. and over.	Up to 4,999 sq.ft.	5,000 to 7,499 sq.ft.	7,500 sq.ft. and over.	Up to 7,499 sq.ft.	7,500 to 9,999 sq.ft.	10,000 sq.ft. and over.	Up to 9,999 sq.ft.	10,000 to 14,999 sq.ft.	15,000 sq.ft. and over	Up to 4,999 sq.ft.	5,000 to 7,499 sq.ft.	7,500 sq.ft. and over.
<b>Setbacks for Principal Structure</b> (min. feet)															
Front [see 94-84(b)]	25	25	25	25	25	25	25	25	25	30	30	30	15	15	15
Side Min. - One side only	5	5	10	5	5	5	5	5	10	5	5	10	5	5	5
Side Total - Both sides	15	15	25	15	15	20	15	20	25	20	20	25	15	15	20
Corner Lot Side	10	12.5	15	10	12.5	15	12.5	15	15	15	15	15	10	12.5	15
Rear [see 94-84(c)]	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
<b>BUILDING STANDARDS</b>															
<b>Height of Principal Structure</b> (max. feet)															
Overall Height	24	24	24	24	26	26	25	30	30	30	30	30	24	27	32
Wall Height at Side Setback [see 94-84(d)]	13	13	13	20	20	20	20	20	20	20	20	20	20	20	20
<b>Stepbacks for Principal Structure</b> (min. feet)															
Side [see 94-84(e)]	5	10	10	5	10	10	10	10	10	10	10	10	5	10	10
<b>Lot Coverage</b> (max. %)															
All Structures	35%	30%	25%	35%	30%	25%	30%	25%	20%	35%	30%	25%	35%	30%	25%
<b>Floor Area Ratio</b> (max.)															
All Structures	.40	.35	.30	.45	.40	.35	.45	.40	.35	.40	.35	.30	.50	.45	.40
<b>Garage Location</b> (min.feet)															
Distance behind primary façade for front facing garage doors [see 94-84(f)]	5	5	5	10	10	10	10	10	10	10	10	10	10	10	10



### Design Context 3: Existing Conditions

This context generally describes areas with medium to large size lots and a relatively high proportion of two-story buildings (although one-story buildings are present on most blocks). Principal buildings are set back from the sidewalk a consistent 25 to 30 feet and there is generally a relatively wide side yard setback on at least one side. Rear alleys are present in some districts (Old Northwood).

Buildings in this context tend to be larger than those in Context 1 or 2 but are single-family in character and are generally in proportion to their larger lots.

#### Historic Districts Within Design Context 3 (Draft)

- El Cid (not including multi-family or waterfront areas)
- Old Northwood
- Prospect/Southland Park (not including waterfront areas)



El Cid Historic District



Prospect/Southland Park Historic District

#### Summary of Existing Conditions and Current Zoning Standards

	Existing Conditions		Current Zoning Standards <sup>2</sup>
Average/Median Lot Size	9,200/8,300 sq. ft.	Min. Permitted Lot Size/Width	6,000 sq. ft./60'
Typical Lot Coverage	21 - 26%	Max. Lot Coverage	Not Restricted
Typical FAR	0.29 - 0.34 <sup>1</sup>	Max. Floor Area Ratio (FAR)	Not Restricted
Typical Height	1-2 Stories	Max. Overall Height	30'
Typical Front Setback Range	25-30'	Min. Front Setback	25'
Typical Side Setback (Principal)	5' min. 15-30' total	Min. Side Setback (Principal)	5'/15' total
Typical Side Setback (Acc.)	5'	Min. Side Setback (Acc.)	5'
		Min. Rear Setback (Principal)	15' <sup>3</sup>
		Min. Rear Setback (Acc.)	5' <sup>4</sup>

<sup>1</sup>The most typical FAR is 0.31. The typical building floor area is 2,450 sq. ft.

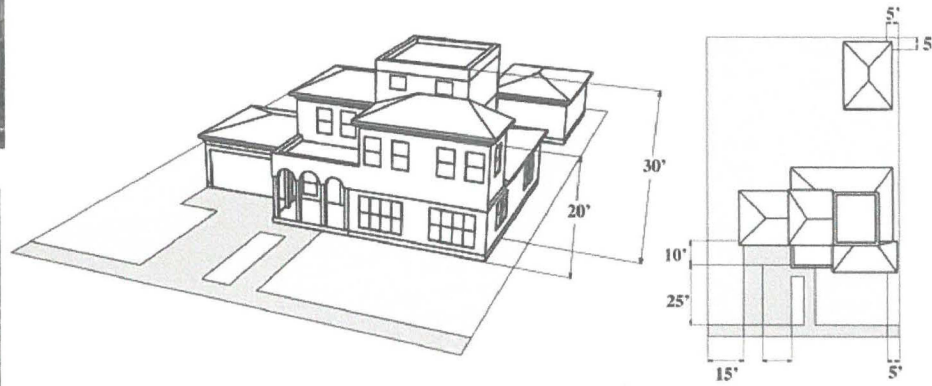
<sup>2</sup>The existing zoning districts that currently apply to districts in this context are SF14

<sup>3</sup>Or 10% of lot depth, whichever is less

<sup>4</sup>Or 15' from the centerline of the alley, whichever is less

### Design Context 3: Recommended Zoning Standards

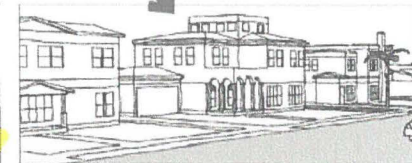
The recommended zoning standards for Context 3 would vary based on three lot size categories. The recommended standards for lots between 7,500 and 9,999 square feet are provided in the table below. The footnotes provide additional information and indicate how the standards would vary for different lot size categories. Note that some standards will vary for corner lots.



#### Recommended Standards for Lots 7,500-9,999 Square Feet

	Standard
Min. Permitted Lot Sq. Ft./Width	6,000/60' <sup>1</sup>
Min. Front Setback	25' <sup>2</sup>
Min. Side Setback (Principal)	5' / 20' total <sup>3</sup>
Min. Rear Setback (Principal)	15' <sup>4</sup>
Min. Side Setback (Accessory)	5'
Min. Rear Setback (Accessory)	5'
Max. Lot Coverage for 2-Story Bldg.	25% <sup>5</sup>
Max. Lot Coverage for 1-Story Bldg.	30% <sup>6</sup>
Max. Floor Area Ratio (FAR)	0.37 <sup>7</sup>
Max. FAR for 1-Story Bldg.	0.30 <sup>8</sup>
Max. Wall Plate Height at Setback	20'
Min. Stepback at Max. Wall Height	10'
Max. Overall Height	30' <sup>9</sup>
Min. Garage Dist Behind Facade	10'

<sup>1</sup>The lot size illustrated above is 9,600 sq. ft. and 80' wide



The new construction indicated above illustrates the recommended standards. The 3,102 sq. ft. primary structure with a 450 sq. ft. detached rear pool house on a 9,600 sq. ft. lot has a total lot coverage of 30% and FAR of 0.37. A bonus for the detached rear accessory structure is included.

<sup>2</sup>Or within setback range of surrounding properties on the same block face  
<sup>3</sup>Or 5' min./ 15' cumulative on lots less than 7,500 sq. ft. and 10' min./ 25' cumulative on lots 10,000 sq. ft. or more  
<sup>4</sup>Or 10% of lot depth, whichever is less  
<sup>5</sup>Or 30% on lots less than 7,500 sq. ft. and 20% on lots 10,000 sq. ft. or more<sup>6</sup>  
<sup>6</sup>Or 35% on lots less than 7,500 sq. ft. and 25% on lots 10,000 sq. ft. or more<sup>7</sup>  
<sup>7</sup>Or 0.40 on lots less than 7,500 sq. ft. and 0.35 on lots 10,000 sq. ft. or more<sup>8</sup>  
<sup>8</sup>Or 0.35 on lots less than 7,500 sq. ft. and 0.25 on lots 10,000 sq. ft. or more<sup>9</sup>  
<sup>9</sup>Or 25' on lots less than 7,500 sq. ft.

<sup>10</sup>Includes 0.04 FAR/4% lot coverage bonus for detached rear accessory structure

Testimony of Jim Heuer  
1903 NE Hancock Street  
Portland, OR 97212

Nov. 16, 2016

Mayor Hales and Commissioners, my name is Jim Heuer. Today I'm speaking as chair of the Portland Coalition for Historic Resources.

Before implementing the RIP proposals, we ALREADY have 40,000 single family houses on land that can be built out with greater density, including 20,000 sites eligible for duplex construction. If we REALLY need to designate more single family houses for demolition and replacement, then I believe the burden of proof should be on the RIP proponents to answer "Exactly how much more do you need and why?"

To illustrate, I'll focus on the R2.5 zone... one single family residence per 2500 square feet lot. The RIP project proposes expansion of the R2.5 zone into substantial "opportunity areas" scattered around the City. Is that necessary?

As of today, there are 13,000 houses on R2.5 lots. Of those 8500 sit on lots that are 5000 square feet or more, and are thus eligible for higher density. RIP should be asking: "How do we accelerate densification of existing R2.5 zones in economically and environmentally sustainable ways?"

This is a huge question. The total improvement value (that is the buildings themselves) of those 8500 houses is in excess of \$1.8 billion. Mass demolition is hardly economical or sustainable!

Our answer is to prioritize incentives for micro-infill like ADUs and duplex conversion of existing properties in these zones. And where demolition makes economic sense on lots larger than 5000 square feet, promote equity by incentivizing middle housing forms like attached houses and row houses that favor fee simple owner occupancy. (In Irvington only 30% of our plexes are owner occupied compared to 87% owner occupancy of our single family and row houses)

We support a focus on RIP Recommendation 7, promoting densification with preservation of existing structures, and targeted to the existing R2.5 zone. Tell BPS to refine Recommendation 7 proposals, set numeric goals for numbers of additional housing units and evaluate the results after 24-48 months.

Mayor and Commissioners

I am Dean Gisvold, 2225 NE 15<sup>th</sup> Ave, and I represent the Irvington Community Association (ICA) and its 6 year old historic district. Irvington has a wonderful R-5 area, but also RH, R-1, R-2, and two commercially zoned areas. The multi-family zones have capacity for more development.

I have read and reread the RIP concept report, trying to find something to like in the many proposals. Measuring the height of houses from the lowest point is good idea. Allowing internal and external ADUs on the same property is something that might work with minor tweaking. The Irvington Historic District is in favor of compatible ADUs. But RIP raises more issues than it solves, and there is not enough data and study to support the proposed concepts.

I find that the basic proposals and premises will not meet the desired goals, and will cause irreparable harm to existing neighborhoods. Tweaks and changes will not fix the problems with RIP.

RIP is fatally flawed in that there is absolutely no guaranty of affordability, and supply and demand will not change. Plus the proposed tools will not achieve compatibility with existing neighborhood resources.

Thus, I urge you to follow the first summary recommendation from the RIPSAC 7 report:

- "The RIP Report should not be endorsed or accepted for implementation by Council. **We have a shortage of housing, not a shortage of land or a shortage of areas zoned for housing.** The RIP Report may be looking forward one-hundred years but the development entitlements proposed are in effect the day of approval – and once given very difficult to unwind." (Emphasis added.)

On behalf of the ICA, please vote no on RIP.

Michelle Anderson  
5203 N Minnesota Ave.  
Portland, OR 97217

Hello Commissioners.

I want to start by thanking you for scheduling a second hearing tonight at a time that is hopefully more accessible to working Portlanders, such as myself.

I'm a huge fan of middle housing from a design perspective and you can probably judge this book's cover by its age to guess that I'm a big supporter of "density". You can categorize this as testimony that is generally in support of opening opportunities for middle housing.

However, I think there is the potential for a couple **unintended negative consequences** from this current proposal. To really make middle housing successful, we need to first address two big issues:

- **homeownership**
- **fair housing**

My understanding is that this proposal intends to increase the supply of housing, by allowing subtle increases in density throughout single family residential zones, while still maintaining the existing character of our neighborhoods. I have also heard that the city is "tenancy neutral" and home ownership was not addressed as part of this process. I am here to testify that there must be more intentional discussion about this priority.

There are many factors that lead to displacement, and although some homeowners are getting displaced, I think it is safe to say that given the Oregon state limit on property tax increases, most of the people impacted are renters. Why then are we focusing so much of our efforts on rental housing and so little on homeownership?

I think we can all agree that the current sale price of a home is unattainable for most Portlanders. However, with an increased income potential from a home (via multiple units) comes a commensurate increase in the value of that home. What once was a single-family home, for say about \$300,000 now has multiple units (or the potential for multiple units) and will likely be hundreds of thousands more. Imagine if we do this on a sweeping scale across the city!

I believe that having more home-ownership opportunities is an important factor in breaking the cycle of displacement. What this current proposal does is create **additional wealth for those that already own property**. Condominium development is not happening in this city. There are many barriers to building condos, and other ownership structures, like co-ops, are uncommon. We can't assume that these new middle-housing units will be created as ownership opportunities. ACS data show that less than 15% of current middle housing is owner-occupied! Historically, homeownership has been a vehicle for wealth generation and I'm worried this proposal will lessen the opportunities for owning a home - definitely in *relative* numbers, and in *absolute* numbers when considering **affordable homeownership opportunities**.

Additionally, you should consider the implications of the **Fair Housing Act, which exempts owner-occupied buildings with no more than 4 units**. This proposal may successfully increase the supply of rental housing, but it will only do so for a certain class renters.

Thank you!



11-16-  
 CLARE  
 Coleman Evans

Portland City Council,

We all love this city and want to see smart growth that accommodates new and existing residents without losing the special character of established neighborhoods. I'm a native Oregonian, as were my parents and my grandparents. I became more deeply involved with community service when I moved to my current neighborhood Bridlemile in 2005. Then BNA transportation chair Bev Volt came to my door and asked if I was concerned about Bridlemile not having safe routes for my kids to walk to school because of no sidewalks. Here it is 10 yrs later and Bridlemile still doesn't have sidewalks or a safe way for our kids to get to school. Yet more infill homes have been allowed to be built without sidewalks. I do land use for BNA and I've witness far to many loopholes that has allowed demolition of very good affordable and viable starter homes. The "missing middle" replaced with two huge homes that cost Nine Hundred thousand or more. The reason RIPSAC was started was because of the increase in demolitions. Yet at the first RIPSAC open house in Multnomah village a slide was put up that stated ! What is not included?

Demolition/Deconstruction rules, Historic preservation, Design review, Land division rules, Permit fees, System development charges, Tiny houses on wheels, Affordable housing programs!

- You don't need to talk about demolition rules because the houses can be torn down by this proposal that is the "unintended consequence" Were given 35 day notice that its coming down. Unless we can buy it from the developer at a higher price than he paid for it the house is gone. Many NA's can afford to buy homes, and there're no incentive to saving a home without System Development Charges being waved if the builder, or developer or homeowners saves or restores the house. The original intent was to save neighborhoods character while allowing for growth. Its not once size fits all. This will in fact
- Rezone most of the city, WITHOUT going through a rezoning process
- Ignored the Strong opposition voiced in Public Meetings. 27 neighborhoods opposed, with only 4 in support. Please take a very serious look at the RIPSAC 7 options!
- Eliminate single-family residential zoning in 65 % of the city. This is the "unintended consequence

- Is a Conflict of interest?  
Committee weighted with builders, lobbyists and those aligned.  
Spearheaded by a member who specializes in this housing, **and** is on the planning commission.
- Allow up to a 3900 sq ft home on a R5 lot (yes it would, look at the details)
- Would increase density on most R5 lots up to 300 %, more than R 2.
- Does not align with the Comprehensive Plan to density near centers and (legit) corridors. Ignores the previous Inner Rings previously trotted out to the public.
- Will not provide what we think of as affordable housing.
- Does nothing to address demolitions, a primary concern of citizens.
- 

This process and proposal doesn't feel fair more like an attempt to deceive the public, wrapped in a flag of affordability.

This is not an either/or decision. Fully a third of the committee has developed recommendations that will increase housing options, accommodate growth, and respects existing residents and neighborhoods.

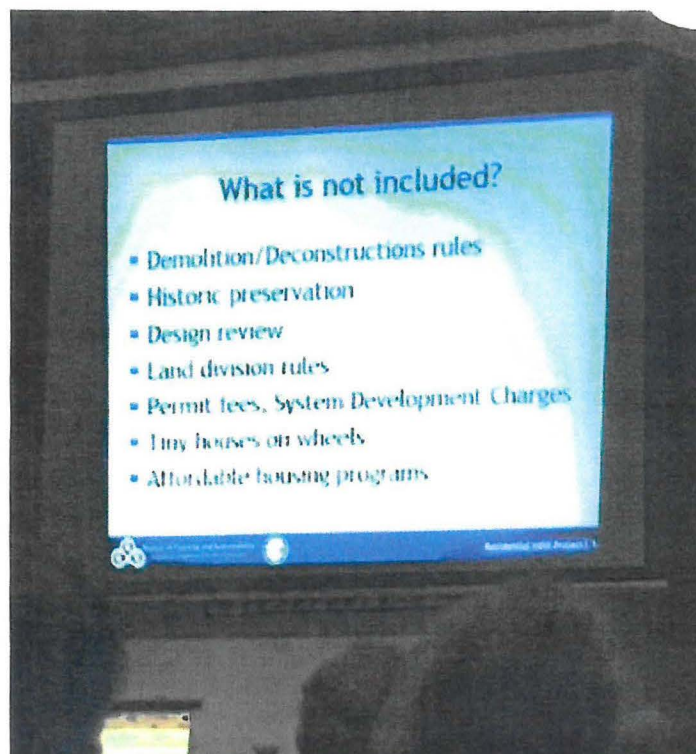
**Please do not allow the demolition of our treasured neighborhoods in a misguided attempt to respond for the need for middle housing. Do not throw the baby out with the bath water.**

**Claire Coleman-Evans**

**6260 SW Hamilton Way**

**Portland Oregon 97221**

**November 9, 16**



**Hello - My name is Mike Andrews. I have practiced Landscape Architecture for over 20 years. I would like to share observations of development within my neighborhood, and my concerns regarding the RIPSAC Concept Report.**

I love this city and I am fortunate to live in a charming 100 year-old SW Portland neighborhood, called South Burlingame. My neighborhood has several 'unique qualities' and many of these attributes are similar to those found in other older Portland neighborhoods. Sadly, my neighborhood character is changing, and not for the better.

In the winter of 2000, I walked through my neighborhood and made note of the 'neighborhood character' as I marveled at the towering 80' fir trees in the backyards and alleyways. The front yards were twenty-five feet deep and were like little botanical gardens. The landscapes were lovingly cared for and included mature trees that added vivid fall color and habitat for a multitude of birds. Views over the single, and 'relatively low' two-story houses, were extensive, and I was able to see the forests on the distant hillside to the south. Mid 20<sup>th</sup>-century houses were well kept and were respectful of the human scale. The large front yard setbacks allowed me to feel the warmth of the sun during the brief cloud breaks on this grey winter's day. Heavily landscaped lots were between five and ten thousand square feet and provided visual relief from the man made structures and pavement.

Since my arrival in the neighborhood I have seen dramatic changes that have degraded the neighborhood character. The loosening of the development code and the increase in the zoning density from R5 to R2.5 has increased additional development. Functioning homes have been demolished. R5 lots have been split and large trees have been removed to make room for the aggressive infill. Limited on-street parking has resulted in neighbors removing landscaping to make room for gravel parking spaces. Vehicular traffic has increased and so has the frustration resulting from increase in the number of cars within the neighborhood. Massive structures, 40' in height to the roofline, dwarfed the smaller houses next to them, and block not only the distant views through the neighborhood, but obscure the sun's rays to those abutting houses with their smaller windows. New structures have no consideration to context, style, or scale to the existing neighborhood architecture or typical setbacks. The concerns and the negative impacts, associated with infill development within older neighborhoods, are the same ones vocalized by the majority of individuals from the Portland Neighborhood Associations.

**I understand RIPSAC was initially created to address livability concerns expressed by Portland homeowners. Residence's concerns were focused on aggressive infill that was out of context with the surrounding neighborhood, and the impacts associated with the loss of 'neighborhood character'. To my knowledge the genesis of the RIPSAC was not born from the concern of affordable housing, or methods of increase housing density in existing neighborhoods.**

Why did the initial enquiry change from the preservation of 'neighborhood character', to exploring possible ways of increasing housing density within these established neighborhoods? This is a question should be studied by City Council.



I would like to redirect the conversation to its origins. 'What can we do to protect 'neighborhood character' and retain the attributes that make these neighborhoods unique and desirable places to be preserved?' I have six suggestions that the committee still needs to explore, and close with one inquiry.

- First, identify the 'unique qualities' within each neighborhood that are worth preserving and then agree on methods of their preservation.
- Second, I would make a generalization that maintaining open space should be a top priority in our growing city, not infill within existing neighborhoods. Open space provides multiple benefits, ranging from physical recreation, the potential for large tree canopies, and urban gardens, - to solar access, buffers from adjacent neighbors, wildlife habitat, view preservation, and increase air quality. Maintaining open spaces retains neighborhood character and increases property values within those neighborhoods.
- Third, zoning should be maintained as defined by the 2035 Comprehensive Plan. Modifying it to include a ¼ mile 'housing opportunity zone' is not the solution and neither is 'up zoning' of existing R5 and R10 zones to R2.5.
- Fourth, new development should respect the existing architectural style, context, materials, and scale of the housing in that existing neighborhood. Height limitations need to be in scale with adjacent properties. Existing housing that is in good condition should be required to remain in place.
- Fifth, comments from the majority of Portland Neighborhood Associations, regarding density and maintaining neighborhood character, have not been adequately addressed in the RIPSAC report. This needs to be rectified.
- Sixth, it should be acknowledged that RIPSAC is not unanimous in its recommendations. A sub group, 'RIPSAC 7', has presented several concerns in their November 4, 2016 response to the 'Project Concept Report'. RIPSAC 7 comments should be reviewed by the City Council, as they clearly reflect the majority of the neighborhood concerns.

In closing, please consider this inquiry, in regards to the proposed high-density development as depicted by the 'Housing Opportunity Overlay Zone'. I wonder if in the year 2056 you will hear a reflection like this, 'My father said that this neighborhood use to have beautiful front yards that looked like little botanical gardens, giant evergreens that would sway in the wind, birds that would hover just outside your window, and children could be seen running from yard to yard. I wonder how it all changed?'

Thank you for your time.

Mike Andrews

**Bold text** was presented to the RIPSAC committee on 11/16/2016

STATEMENT BY CONSTANCE BEAUMONT  
ON  
RESIDENTIAL INFILL PROPOSAL  
NOVEMBER 16, 2016

My name is Constance Beaumont and I live in the Laurelhurst neighborhood. I'd like to make two recommendations.

First, we do need to create more affordable housing, but the RIPSAC proposal strikes me as more of a giveaway to developers than as a credible effort to yield the kind of housing that Portland needs. It seems more likely to encourage the demolition of existing homes – especially smaller, more affordable ones. *In any event, the proposal's assumptions are untested.* Like others have recommended, I urge you to *conduct a pilot test* before risking permanent damage to older neighborhoods. As one witness said last week: Don't repeat the mistake of the sixties, when well-intentioned but flawed urban renewal programs wrecked countless city neighborhoods.

Second, instead of racing ahead to meet an arbitrary deadline, given the proposal's long-term consequences, take a few more months to get things right. One idea: Consider partnering with the Urban Land Institute on an interactive conference in early 2017 that would bring in planners, local officials, and other experts from jurisdictions that have worked out successful solutions to the challenges facing Portland. Invite representatives from:

- Arlington County (where I once lived), which chose to *focus* higher density along transit corridors instead of *scattering* it over half the city. The policies for Arlington's Clarendon transit node are especially worth examining. They yielded a dramatic increase in density but still managed to preserve the identity and architectural heritage of older neighborhoods. The Clarendon node also recognized the importance of good design in the higher density development.
- Los Angeles, where Nore Winter, the urban designer mentioned earlier who has worked with cities across the country, is helping the city to avoid a one-size-fits-all approach and to create context-sensitive guidelines for diverse neighborhoods grappling with McMansion and demolition issues.

And invite the former mayor of Charleston, S.C., Joe Riley, who earned national recognition for his work on housing, livability, and preservation and who is now a visiting fellow at the Urban Land Institute, which offers advice to cities on affordable housing and community livability. Bring Mayor Riley and others to Portland to hear what they've learned about balancing housing, livability, and urban design goals.

Higher density *is* important for lots of reasons – and I support it. But density can be handled well or poorly. Please take the time to get it right. Thank you.



To:

HONORABLE Charlie Hales, Mayor and City Council Representatives  
City Hall, Portland, Oregon

November 16, 2016

Re: Proposed Zoning Changes

The experience of one Homeowner who stretched current codes to create middle housing that probably meets the proposed changes.

I bought my lovely, large Craftsman Bungalow about 10 years ago. It was permitted as a triplex in the planning department but not in the building department. Well, silly me! I thought I would proceed with completing triplex requirements. What a Mistake! I ended up having to put in a 2 inch fire line from the street to service a commercial sprinkling system. We replaced some expensive pump 3 times because the building department couldn't figure out what they really wanted. It also took up all usable attic space. The inspector kept grumbling why he had to be there in the first place. "this is residential not commercial!! Guess only he and I saw it that way. You'd think I was going to jam refugee families into every nook and cranny. But no the people I serve even with today's rents are working singles in the studio 2 first year teachers in the one bedroom and a single mother with 3 kids in the basement two bedroom I live on the first floor. There does happen to be a nearly homeless person camping in my living room. It's a total 9 people. There have been "single" families in this neighborhood with 2 parents and as many as 11 kids. This house originally had five bedrooms not counting the ones in the basement now. As currently configured it meets the city's hope for middle housing. It's hard to recommend others do something similar because of the cost and the disconnect between planning and codes. I plan to live to age in place. I actually like what I have done because I am a 71 year old Sr. with a Disability and my renters help out from time to time. I'll have an apartment when I need more help than I do now. I'm 71 the youngest is 11 everyone else ranges from 17 to 50.

This house is on a corner in the Hollywood Neighborhood. Across the street is another triplex without a sprinkling system and adjacent is a small apartment building with 12 studios, and a courtyard and no sprinkling system. I have a two car garage in back of my triplex perfect for a handicapped accessible ADU. I wonder if the new FAR would allow me to pop my roof? I think I could maximize this corner and still maintain my disguise as a single family home. My fear is with all the code hoops I have jumped through including an oversized sewer line street connection was forced to put in when the neighbors sold their house and we discovered they were hosting the party line sewer. They of course did not have to pay for an oversized connection. I suspect with all change/requirements my once acceptable triplex housing four separate households will be ripe for demolition and the development of some monstrous boring box of cookie cutter units.

Thanks for reading this far! I am willing to walk this through with those more versed in code and planning to address solutions.

Lucy Shelby

1834 NE 38th

503 281 6330





## Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

[www.swni.org](http://www.swni.org)

To: City Council

From: SW Neighborhoods, Inc.

Regarding: Comments for Residential Infill Project Concept Recommendations

Date: November 8, 2016

SW Neighborhoods, Inc. (SWNI) neighborhoods have voiced concerns over the past few years about the pace and incompatibility of residential demolitions and redevelopment, and we have thus closely followed the Residential Infill Project. We previously submitted comments in response to city staff's Concepts Discussion Draft Proposal for the project. Many other neighborhood associations and coalitions submitted similar comments. After review, staff developed the recently released Concept Recommendations. The SWNI Land Use Committee members have reviewed the public testimony report and accompanying appendices, the concept recommendations and their accompanying appendices, and the briefing to the Planning and Sustainability Commission.

**Because the proposed recommendations, including the changes to the discussion draft, do not adequately address the issues and concerns we raised in our original testimony, SWNI urges the city council to (1) move forward with the three "scale of houses" recommendations (limiting new house size, lowering rooflines, and increasing setbacks, in order to require new housing to be more compatible with existing homes in the neighborhood), and (2) hold off on the "housing choice" and "narrow lots" recommendations (allowing and incentivizing increased density in single-family neighborhoods) until the recently adopted 2035 Comprehensive Plan implementation, which already directs additional housing development, is completed and the effects can be assessed.**

As noted in our original comments, which are re-attached for ease of reference, the primary concerns of SW neighborhoods residents related to residential infill are three:

1. Preventing demolition of smaller, viable, historically or architecturally significant, and relatively affordable older homes in our area.
2. Maintaining neighborhood character and scale.
3. Ensuring that new development does not impose additional demands on our already over-stressed and, in many places, completely lacking infrastructure, including stormwater drainage, tree canopy, pedestrian and bicycle facilities, etc.

The economic studies included with the proposed recommendations, which we requested in our original letter, did indeed document the likely impact of the proposed



recommendations on the issues of demolition and replacement housing affordability. In general, the economic studies indicate that decreasing housing size and mass could indeed increase the preservation of smaller affordable houses, while allowing for the conversion of larger homes into multiple units. Since both of those scenarios serve our goals, we support the “scale of houses” recommendations in the draft plan.

On the other hand, the economic studies also indicated that allowing additional density, to the point of essentially rezoning single-family neighborhoods to allow multi-family development, would increase the re-development pressure and thus increase demolitions, without providing affordable new development. Further, the studies indicated that developing more than two units per site would likely not be possible without additional subsidies and changes to building, zoning, tax, and other regulatory codes. Given the uncertainty regarding whether the proposed changes would be either feasible or effective, it seems unwise to adopt them city-wide. It seems much more reasonable to adopt them, as we had proposed, in a limited “pilot project” area, then study over time the effectiveness, making changes to the codes as required for successful expansion elsewhere. Thus we do not support adoption of the “housing choice” and “narrow lots” recommendations in the draft plan, which expand the re-development pressures into existing neighborhoods where supporting infrastructure does not exist.

As to where this “pilot area” should be, we reiterate our concerns that the southwest neighborhoods have many places – even places within the areas denoted on the proposed “housing opportunity overlay” map – that have no or limited on-street parking, let alone “complete streets” including pedestrian and bicycle facilities. Likewise, we have many areas where topography and geography limit the ability of the land to handle additional development with impervious surfaces – we need the existing trees, creeks, and even streets to handle the significant volumes of stormwater that the west hills often receive. Although the proposed recommendations state that the overlay zone would be subject to additional modification based on “where appropriate” criteria, and the David Douglas School District areas are specifically exempted in recognition of the lack of school capacity to support increased density, no mention is made of the specific geographic and infrastructure constraints to increased density in single-family neighborhoods in the SWNI area. Our original comments had requested that additional density allowances be tied to both existing infrastructure and the unique westside “pattern area” provisions in the recently-adopted 2035 Comprehensive Plan, and we renew those requests here.

The 2035 Comprehensive Plan directs significant amounts of new development to the central city core and the “centers and corridors” throughout the city. Because the comprehensive plan was developed SPECIFICALLY to meet the needed housing, employment, transportation, infrastructure and other needs into the future, It seems most prudent to first implement the goals and objectives in the plan and assess the efficacy, before adopting new strategies that may be inconsistent with or even thwart those in the comprehensive plan.

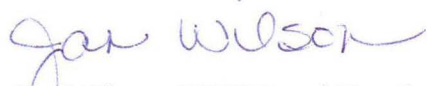
In summary, while we believe the “scale of houses” recommendations will address the main goals of the Residential Infill Project and are consistent with the 2035 Comprehensive

Plan, we believe the "housing choice" and "narrow lots" recommendations require more analysis and study. We urge the city to move forward with the former and continue to study the latter.

Respectfully,

A handwritten signature in blue ink, appearing to read "Sam Pearson".

Sam Pearson, SWNI Board Chair

A handwritten signature in blue ink, appearing to read "Jan Wilson".

Jan Wilson, SWNI Land Use Committee Chair



## Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

[www.swni.org](http://www.swni.org)

July 29, 2017

Morgan Tracy  
Project Manager  
Residential Infill Project  
[Residential.infill@portlandoregon.gov](mailto:Residential.infill@portlandoregon.gov)

Julia Gisler  
Public Involvement  
Residential Infill Project

### SWNI Comments on Residential Infill Project BPS draft proposal July 2016

Southwest Neighborhoods Inc. (SWNI) is comprised of seventeen neighborhoods in southwest Portland, and each of them has a representative on the SWNI board of directors. Many of our residents, including specifically the members of the Land Use Committee, have followed the Residential Infill Project (RIP) process, attended meetings of the Residential Infill Project Stakeholder Advisory Committee (RIPSAC), and attended one or more of the recent open houses to discuss the draft "concept" proposal from staff. The comments submitted here were proposed by our Land Use Committee and informed by the attached report from Jim Gorter, our representative on the RIPSAC, which provided additional background and support.

As you likely know, residents of the southwest neighborhoods have been particularly interested in the Residential Infill Project, because, like residents of other Portland neighborhoods, we have seen a substantial increase in demolitions of older, smaller, affordable homes, with replacement by new larger and significantly more expensive homes. These new homes, in addition to being larger and thus impacting the neighbors in the same ways that you have heard documented during the RIPSAC discussions (loss of neighborhood character, loss of solar access and privacy, loss of affordable "starter home" or "downsizing" housing stock and the diversity of residents that accompanies it, etc.), additionally affect the southwest neighborhood residents in particularly unique ways, due to the particularly unique topography, geology, and lack of infrastructure of the southwest neighborhoods. We agree with the premise of the RIP that the current code language appears to allow and even incentivize these demolitions and oversize replacements, and thus the impacts our existing neighborhoods are enduring. We commend the city and RIPSAC members for seeking ways to revise current codes to limit the negative impacts and channel development to provide more positive benefits to the community and the existing residents.



However, we have significant concerns with the proposal in its current state. These are changes we think will better serve the SWNI area and our residents:

1. The proposal needs specific rules for the westside “pattern area,” as it is defined in the Comprehensive Plan.

Most of the proposed new rules are based on assumptions and analysis of how they would work in a grid street neighborhood – even the illustrative drawings used in the handouts and presentations at the open houses and on the website show examples of homes built in a grid street pattern. That pattern exists in limited places in the SWNI area, due to the extremely hilly topography, carved with numerous canyons and creeks. Density of development, setbacks, and building heights are impacted much more by steep hilly topography in southwest Portland than in the flatter Portland neighborhoods.

These “one size fits all” concepts that lack contextual code for these unique features will likely lead to an increase, rather than a decrease, in development that is incompatible with our existing homes, if the proposed plan is not modified to take into account the area differences. The plan needs to relate to the size of homes, the footprint of homes, the height of homes (and from where that height is measured), and the setbacks in the context of the existing neighborhoods. Those specific rules should take into account differences in topography and neighborhood character that have guided existing development for decades.

2. The proposal must tie development to existing or concurrently developed supporting infrastructure.

In the southwest area, vacant land on a site is not just “undeveloped” land – it is very often providing site, neighborhood, and community functions such as stormwater drainage and attenuation, transportation corridors for both humans and wildlife, and energy efficiency and climate change attenuation from the tree canopy. Losing vacant land has significant impacts for the entire neighborhood, because when those functions are lost, they must be replaced with much more expensive “built” infrastructure – and the city has neither the funds nor any plans to provide that level of developed infrastructure. The new Comprehensive Plan and the current codes that protect significant areas of the southwest neighborhoods with conservation overlays recognize this, but these proposals do not.

The service levels that might be presumed in a grid street pattern area are just not available in the southwest areas, and it would be prohibitively expensive for either the city or the developers to provide them, completely thwarting the goal of providing more “affordable” housing, as well as undermining our adopted city policies of providing “complete neighborhoods” and achieving Vision Zero (including Safe Routes to Schools) or implementing the climate change action plan objectives.



Even in areas designated as “centers” or “corridors” in the recently adopted Comprehensive Plan, infrastructure for safe pedestrian, bicycle, and transit use is currently lacking – many sections of Barbur Blvd., Beaverton-Hillsdale Hwy., Capitol Hwy., Terwilliger, Macadam, and Multnomah Blvd. do not even have adequate shoulders, let alone sidewalks or bike paths. Stormwater facilities are even more inadequate – many southwest neighborhood streets act as rivers during heavy rainfall, and adding more impervious surface to the area would exacerbate the flooding and landslide hazards, as well as the sinkholes in our roadways, that we already regularly experience here.

Allowing additional density in the existing single-family neighborhoods is irresponsible, and this proposal (especially the “middle housing” portion that gives density bonuses to incentivize diverse types of development) would do just that. If the proposal truly is to be limited to “where appropriate,” then area specific criteria for that determination should be identified, and, in the southwest neighborhoods, it must be tied to existing or concurrently developed infrastructure, and the recognition that, in many places, only vacant land can provide those functions and thus the additional development cannot be allowed.

3. The proposal must not provide incentives for demolition.

The RIP was initiated ostensibly to address the rapid loss of neighborhood character and increase in neighborhood conflicts from demolitions. The new homes were not actually an “infill” problem but more of a “refill” problem – existing homes are being demolished and REPLACED with new development that is not in character with the existing homes. This has imposed more negative impacts on the neighboring residents than what had previously been there.

Somewhere along the line, though, the project’s list of goals expanded to include other concepts like providing affordable housing and “housing diversity,” which spawned “solutions” like the middle housing proposals. Our two problems with this broadening of goals are that (a) the original goals of preserving neighborhood character and decreasing demolitions seem to have gotten pushed out of the way by the newer goals, and (b) no analysis has been done of whether the solutions proposed meet even the newer goals, let alone the original ones.

Southwest neighborhoods residents do not resist providing affordable or diverse housing options. In fact, the southwest neighborhoods, prior to recent predation by demolition and “refill” developers, was known as a place you could find a small quirky cottage-size home with garden plants and feral orchards tucked in among the trees on a dead-end street. Our neighborhoods similarly have quite a bit of multi-family housing – even including a significant number of senior and assisted living centers and other group residential facilities – but it’s also tucked into the trees and hillsides, not soaring out of a concrete grid in a bustling city center, so it tends to be overlooked when planners consider where large numbers of residents might be housed.

However, allowing for single-family lots to be built at higher densities than are currently allowed will only increase the pressure to demolish the existing homes, reclaim underlying lots, and then redevelop the property. Economically, this raises the value of the LAND relative to the value of our HOMES. This DECREASES the affordability, making our lots with smaller, older homes worth more if the existing home is demolished than if it is lived in. We believe that, when the economic analysis is done, it will show exactly that effect. And it was exactly this effect that residents were begging to be addressed with the residential infill project. The proposal must not provide incentives for demolition – it not only will directly thwart the original goal of preserving neighborhood character but also will indirectly thwart the new goal of providing affordable housing.

The “middle housing” building types (duplexes, cottage cluster, etc.) are not objectionable, but the proposal needs to divorce them from density bonuses in single-family zones. Duplexes are already allowed on corners, and one ADU (either internal or external) is already allowed on nearly every single family homesite. The proposal can incentivize these with tools like fee reductions rather than density bonuses, which instead incentivize demolition and refill development. Allowing additional types of retrofits (for example, splitting up a large old house into a triplex) can provide more housing units without incentivizing demolitions. Additional types of multi-family housing (like cottage clusters) can be allowed in the mixed use or multi-family zones. There are many ways to meet the goal of providing additional housing units without encouraging demolition. But allowing new construction of multi-family housing in the single-family zones not only violates the “truth in zoning” principle but also thwarts the original goals of decreasing demolitions and preserving neighborhood character.

4. Proposed solutions should be accompanied by supporting analysis showing whether or how it will meet the project’s stated goals.

In addition to the lack of economic analysis showing how these proposals will affect affordability of homes, we are troubled by the lack of analysis or even consideration of whether or how these proposals will affect the diversity mix of residents. Having a diverse mix of residents is a laudable goal and one that we hold high in the SWNI area, for many reasons. But just as “diversity of housing types” seems to have become a proxy for affordability, it also seems to have become a proxy for diversity of residents in this process.

And yet, the proposal does not include any documentation of how the choice in housing type differs by ethnicity or nationality or in any other way. Do Asian-Americans prefer different types of housing than Hispanic-Americans or African-Americans? There was no data presented that so indicates, and the only data provided was that, with the current cost of housing in the Portland area, pretty much everybody is being priced out. Without knowing WHO wants “cottage

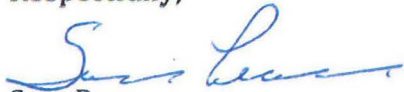


clusters" over high rises, for example, we cannot at all be sure that providing more cottage clusters is going to diversify our single-family neighborhoods.

Any proposed solution should be accompanied by supporting analysis showing whether or how it will meet the project's stated goals, and in this case, that analysis has not been done. Because the city has stated that it intends to perform the economic analysis after the comment period for these concepts is closed, we are additionally concerned that this proposal will be too far along for the analysis to influence the plan, that those who have devoted significant time to developing the concepts will not be influenced by the analysis or, on the other hand, the analysis will be skewed to support the already-invested solutions. Either way, we simply cannot evaluate the effectiveness of the proposal without this relevant data at this stage of the process.

Thank you for your work so far on the RIP and your attention to these comments. We look forward to seeing the next iteration of the proposal and remain hopeful that our concerns will be addressed.

Respectfully,



Sam Pearson  
SWNI Board President



Ian Wilson  
SWNI Land Use Chair

## { INSIGHT }

**MYVIEW** ● Real estate gold rush hurting community diversity, livability**Developers changing fabric of neighborhoods**

By Annette Carter and Frank Granshaw

**W**e are heartsick this morning. At 6:30 a.m., a lovely, healthy oak that was at least 150 years old was cut down in the backyard of yet one more house being flipped in our neighborhood, the Rose City Park/Alameda/Beaumont area.

Why? Because the original 1,000-square-foot house, recently sold to a developer, was being "remodeled" (read destroyed and rebuilt) on its 50-by-100-foot lot to create yet another monster house, which we not-so-lovingly call another McMansion.

This neighborhood, up to this point, has enjoyed a diversity of housing. Although it is in a favored location (Grant/Beaumont/Alameda schools), it has smaller, "starter" houses, medium-size houses, and larger houses, most built around 1920. Until now, a family just starting out with modest means could afford to buy in our neighborhood. That is changing rapidly.

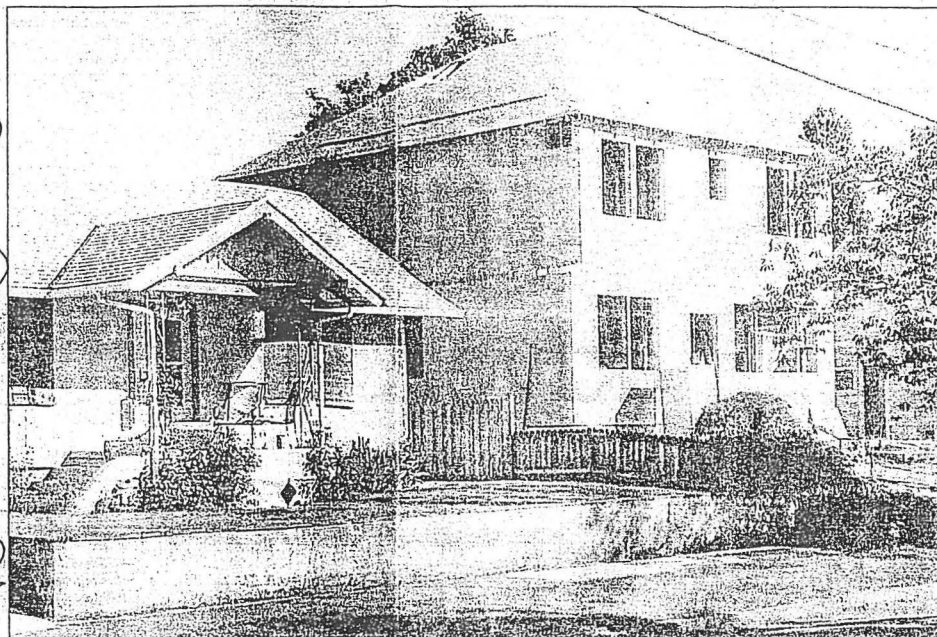
Many of us in the area are increasingly distressed by the speed at which such development is occurring, changing the nature of the neighborhood we have lived in and loved for so many years.

A handful of developers are gobbling up the smaller houses at a heart-stopping rate. Individual homebuyers have to compete with developers to buy something they can afford, and home sellers trying to preserve the neighborhood are having to pressure their real estate agents to sell to families instead of developers.

The result is that many smaller houses (1,200 to 2,000 square feet) are being flipped and turned into huge houses — some with style, some not, ranging in size up to 5,000 square feet, with up to five bedrooms and three or four baths.

Are they being sold to families with seven children? No; they are being sold to small families; even empty-nesters. They are meeting energy-efficient standards (LEED homes), so on the face of it they use less energy than the original homes.

This represents a market trend, one that needs to be looked at carefully for its impact on diminishing resources. How energy efficient is it re-



A large house under construction in the Rose City Park neighborhood next to a smaller, one-story home is an example of changes the area is facing. Residents of the neighborhood worry that "McMansions" will overwhelm their area.

COURTESY OF FRANK D. GRANSZAW

ally for small families to live in so much space? The original homes, lived in for the past 90 years by typically larger families of the time, in fact, could have been retrofitted, kept the same footprint or slightly larger, and been three times as efficient as a 5,000-square-foot house with the same energy efficiency. Developers and the City of Portland encourage this waste; two or three people now live in a house four times the original size.

This impacts groundwater runoff, tree coverage, solar access and green spaces, all of which can impact our city in deeply long-range ways, which is something the city needs to refocus on.

But this is only one part of the problem. There is a social impact as well. Where do people live who want smaller, affordable houses?

Not here. They have to look farther and farther away from the amenities of the nearer neighborhoods. This

level of flipping is a feeding frenzy that reveals both the developers and the city of Portland policies to be tone-deaf to the needs of average-income homebuyers, and the feel of the neighborhoods that are being affected. Instead, the city of Portland and developers pander to a higher-end market at the expense of "average" buyers.

We can't dictate how much space people take up, any more than we can dictate what kind of car they buy. We can only suggest and encourage, in the spirit of sustainability, to look at the impact of the living spaces they choose.

It does make sense in terms of sustainability to preserve and encourage housing for downsizing, so we can reduce our environmental footprint. Why not create incentives to encourage developers involved in renovation to maintain the same physical footprint (or increase it to be slightly larger, instead of ballooning it to four

times the original size), and retrofit the houses to be energy efficient in the same way that they are building the big megahouses? In this way we could give a larger number of people real sustainable and affordable choices, while preserving our yards as "mini-green spaces," so we are not totally engulfed in large structures.

And this brings up another point to consider — turning small houses into large monster ones takes away what little green space and sunlight there is in a 50-by-100-foot lot, especially for those who live to the north of it. Gardens are being shaded, and the loss is both financial and emotional. Solar installations may be rendered unusable.

Years ago, solar rights were to be had; now only covenants between neighbors are possible. Shading a solar installation is like cutting a power line. The loss is in the thousands of dollars, considering initial investments and loss of ongoing savings. Since solar installations are only go-

ing to increase on rooftops, sunlight needs to be protected as a valuable resource, both for homeowners and for the city as a whole.

What to do? We are caught in a gold rush. Developers, encouraged by the city's incentives, flip houses and line their pockets at the expense of the existing community, with its various economic levels, and at the expense of that community's sustainability.

We suggest the city revisit solar rights; consider limits to house-size increases in flipping; encourage developers to retrofit existing homes to make them more energy efficient; and protect the availability of modestly priced housing within a community.

Annette Carter and Frank Granshaw have lived on Northeast 50th Avenue for 22 years. They raised a son in the neighborhood and are empty nesters, enjoying being grandparents and hanging out with the neighbors.



## NEWS

# Yard Sign

AN ENTIRE FLOOR OF A PORTLAND APARTMENT HIGH-RISE CAN BE RENTED OUT FOR THE NIGHT.

BY RACHEL MONAHAN [rmonahan@week.com](mailto:rmonahan@week.com)

The 21-story dark glass tower looming above the east end of the Burnside Bridge is supposed to help solve Portland's housing shortage.

The apartment building known as Yard opened in late July. It was already a target of grousing from Portlanders who don't like how it changed the skyline, and dodged a city design-review process.

But the tower was intended to ease Portland's housing crunch by adding 284 apartments to a city where low vacancy rates are driving up rent. That's why the Portland Housing Bureau offered tax credits to the real-estate developers that bought the property from the Portland Development Commission in 2014.

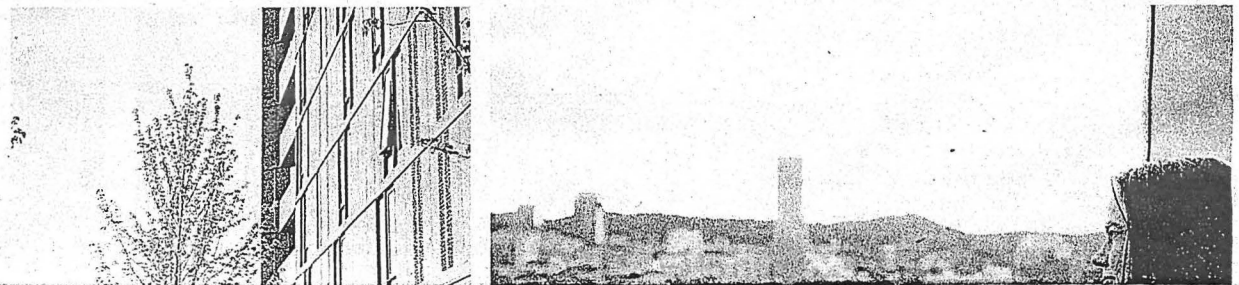
City officials chipped in a one-time waiver of system development fees worth \$666,720 and tax credits worth \$771,079 the first year so the developers would set aside 57 apartments in the luxury building as affordable housing for working-class families—who competed in a lottery for the chance to rent a \$734-a-month studio.

City officials praised Yard's backers, Key Development and Guardian Real Estate Services.

"To solve the affordable-housing crisis facing our city,"



THOMAS TEAL



OVER



City Commissioner Dan Saltzman told the *Portland Business Journal* last year, “we need more developers like Key Development stepping forward to help.”

But other apartments at Yard have also been set aside. The entire 11th floor is available as a short-term rental.

For up to \$7,215 a night (not including taxes and fees), you can rent all 18 apartments on the 11th floor, via online rental marketplaces, including Airbnb and Vacasa.

The decision to create short-term rentals out of a whole floor of a city-subsidized apartment complex raises questions about the city’s use of scarce housing dollars and its failure to enforce the rules for companies like Airbnb. The 11th floor also could serve as a lightning rod for fears that Portland is turning into a playground for the rich.

“This whole project from the inception was sold to the public as something in the public interest,” says Portland Tenants United spokesman Gabriel Erbs. “It was going to add housing, so it got advantageous financing and tax credits. That was the social contract. In the end, it’s serving the single most problematic use in the housing crisis.”

The worry that Portland residents are competing with tourists for apartments has grown as rents continue to rise. The Portland Housing Bureau’s director has estimated 1,000 otherwise affordable units have been turned into short-term rentals. In the last month, *WW* has also reported on flagrant scofflaws who operate on the Airbnb website while the city has refused to fine the company.

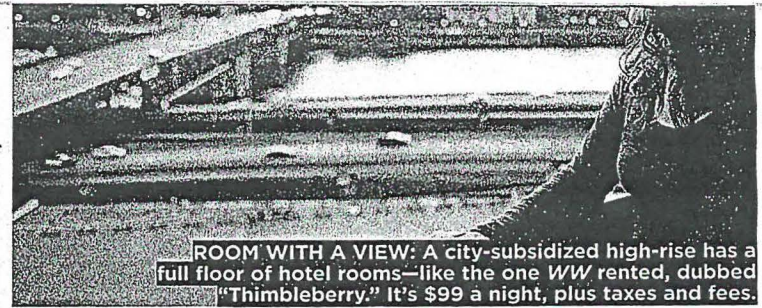
The case of Yard is different. It sits in a retail zone, where none of the city’s limits on listing apartments as short-term rentals applies. The city’s only rule: Get a change of occupancy permit for the de facto hotel.

Yard’s owners have yet to do so.

Thomas Brenneke, president of Guardian Real Estate Services, says the impact of the 18 units on the larger Portland housing market is “insignificant.”

“We’re in a lease-up period here at Yard, 284 units to lease,” he says. “If someone walks in the door and wants to lease 18 units, that’s attractive.”

Guardian rented out the entire floor to Portland-based vacation rental management company Vacasa, which in



**ROOM WITH A VIEW:** A city-subsidized high-rise has a full floor of hotel rooms—like the one *WW* rented, dubbed “Thimbleberry.” It’s \$99 a night, plus taxes and fees.

turn rents out the apartments through its own site or advertising on Airbnb and elsewhere.

“Could these theoretically in some universe be properties that someone could rent? Yes. Would it help the current crisis we’re in? No,” says Scott Breon, Vacasa’s chief revenue officer. “Our focus is creating middle-income jobs and providing tax revenue to support the communities we operate in.”

Breon says Vacasa is an “amenity” for luxury buildings, where residents might need extra space for guests: “It’s a denser use of limited resources.” And it’s not just at Yard, but across the Willamette River at Park Avenue West, the 30-story downtown tower that opened earlier this year. It rents out 20 apartments through Vacasa and another four or six through short-term rental company Stay Alfred, according to Vacasa and TMT Development, which manages Park Avenue West.

Yard’s 11th floor wouldn’t directly provide affordable housing. The building’s sixth through eighth floors—directly above the five-floor parking garage—have been priced for working families, and all of those units are full. In all, 310 prospective tenants applied to rent the 57 apartments, according to Guardian.

“It won’t be taking the affordable units off the market, but it is a decrease in housing stock,” says Saltzman, who oversees the Housing Bureau. He says the city may need to strengthen its rules for short-term rentals in commercial zones.

“We expect all hosts, whether his or her listing is in a commercial zone or not, to comply with city regulations,” says Airbnb spokeswoman Laura Rillos.

Renting a hotel room at Yard turns out to be a breeze. We went shopping on a recent Friday afternoon, and found a vacancy for the following Sunday night.

A two-bedroom on Yard’s 11th floor rents for up to \$535 a night during peak times, not including fees and taxes.

But we found a less expensive option: \$99, plus another \$97 in taxes and fees.

The room, known as the “Thimbleberry,” has a small balcony that boasts stunning views of eight bridges across the Willamette. Big Pink glows in the sunset, seeming close enough to touch as the “Made in Oregon” sign shines at eye level.

The fully stocked kitchen came complete with beer mugs in the freezer and a *Portlandia* cookbook. There was a flat-screen TV and Vacasa-branded playing cards for those with no desire to leave the views visible from floor-to-ceiling windows. Traffic hummed below on I-5, but it didn’t detract from sleep on a memory-foam mattress.

“This entire floor dedicated to Airbnbs speaks to the fallacy of the argument of ‘build, build, build and the market will provide something that’s affordable,’” says housing advocate Justin Buri, a former head of Community Alliance of Tenants. *WW*



## OPINION



## AGENDA 2015

Make Portland  
a city that works

# City of Portland must lock down its spending priorities

The city has multiple civic liabilities with hefty price tags. Can the City Council decide what can wait and when to say “no”?

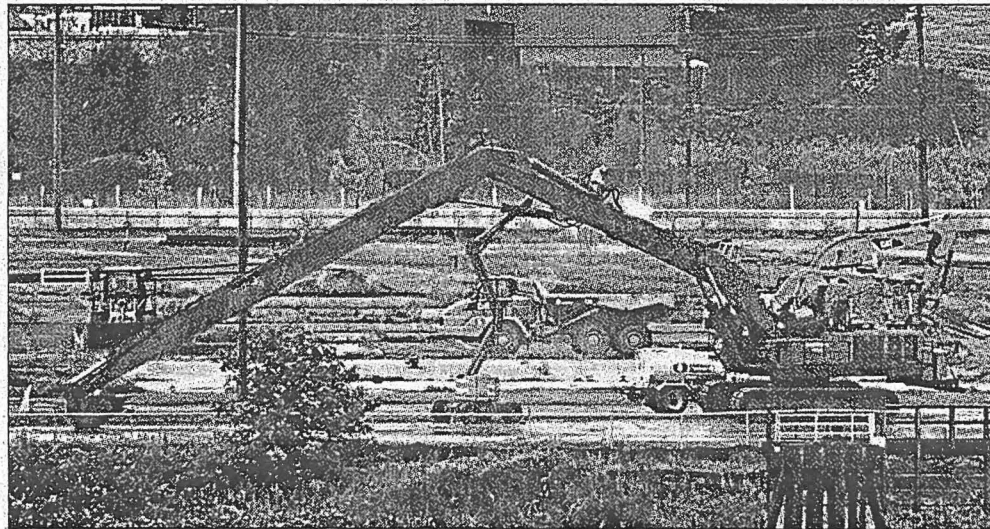
Portland city Commissioner Dan Saltzman, who has his succinct moments, outdid himself on Tuesday during a council work session. Brad Schmidt of The Oregonian/OregonLive reported that he told his colleagues: “We’re not very good at saying, ‘No.’” He also cut through the fog in saying a proposal to spread office rent burdens more widely among city bureaus, some of which already pay a lot in select venues and would have to pay yet more, was a smokescreen:

## Editorial

“That’s really what this rate stabilization is about ... to subsidize the renovation of The Portland Building.”

Lurking beneath the words in both assertions is a menacing truth: The council, overseeing the equivalent of a \$3.7 billion corporation, has no apparent game plan. It seems impossible, as if the business were a speeding train without brakes — fueled by unwitting taxpayers. But coming before the council this year are headline-grabbing civic needs with whopping price tags that could not possibly be paid for if undertaken in a compressed time period. Yet that’s how the needs are discussed, within weeks and months of each other, with no priority assigned to them against anticipated revenues.

The lineup, in no particular order: the persistently decrepit Portland Building, whose down-to-the-bones overhaul is pegged at \$192 million; the city’s potential liability in helping to clean up Portland Harbor under Superfund, potentially worth millions of dollars; the run-down Veterans Memorial Coliseum, whose



MIKE ZACCHINO/STAFF

The Portland Harbor Superfund site, an 11-mile stretch along the Willamette River, is one of many projects that will potentially require the city’s time and its money.

necessary renovation could gobble anywhere from \$37 million to \$89 million and depend largely on tax-increment financing and public-private partners (is there a Nike Swoosh to display?); Portland Development Commission’s wish to buy the U.S. Postal Service Building in the Pearl District (it was appraised in 2007 at \$45.5 million) and then develop the prized 14-acre site upon which it sits within the financing schemes of urban renewal; more city-backed housing development, discussed by some in the context of a \$185 million bond;

and finding a way to pay for millions of dollars’ worth of street repairs and upgrades, the subject of multiple financing schemes crushed by public objection. That’s to say nothing of the city’s planned installation of a large water pipe beneath the Willamette River, a hefty capital project to ensure delivery to the city’s west side following seismic disruption; and burying Washington Park reservoirs and disconnecting Mount Tabor’s reservoir at substantial public expense.

City Commissioner Nick Fish, in an inter-

view with the editorial board of The Oregonian/OregonLive following the work session, said the city’s chief financial officer’s help has been sought. “That’s why he’s here,” Fish said. “To come back to us and answer the question ‘What is the consequence of doing all of these things in a five-year period?’”

Fish joins Saltzman in being on the right track. Still, basic questions need full public answering before the city’s money manager can fully do his job. It is impossible to talk responsibly about, say, The Portland Building without knowing first whether 1,300 city employees now working in the structure need to be in that location or one location and whether renovation is preferred to building demolition, desertion or sale — all questions whose answers have different money outcomes and consequences for taxpayers. Is it really a forgone conclusion that the building must be saved?

Portland homeowners and renters are no strangers to the kind of basic prioritizing the council needs to do: Measure expensive projects against income and separate what must be done from that which can wait or — perish the thought — be shelved. Rarely is there so much money coming in that all wishes can be met with “yes” in a given year or even two. More commonly, and it is true even as the economy revs up again, those doing the spending must stand back, show frugality and just say no — at least for the time being. The end result is nothing less than a priority list. And that’s the first part of having a game plan.

— The Oregonian/OregonLive editorial board

Bubble-  
ology

page 12

New kids  
Puzzle Page

page 19

# EXAMINER

NOV  
2016

Neighborhood News Source"

Vol 27 No 11 Portland, OR

## Mid Scale Housing Needed in Portland

BY DON MACGILLIVRAY

The "missing middle" has to do with the low density post war suburban development in Portland's neighborhoods versus the new high-rise apartment developments.

All the fuss over density has led to new housing in large buildings that often are out of scale with its surrounding community and denounced by their immediate neighbors.

A better solution is to build higher densities with small multi-unit buildings along and nearby busy traffic corridors. These can fit in much more comfortably with the character of the community and add to the quality of life for everyone. They are less dependent on off-street parking while being close to shopping, parks, and other amenities needed for improved walkability.

In fact the "missing middle" is already in many of our inner-city neighborhoods here. In the early twentieth century, homes were of a similar design and building materials were less varied. In

fact, the Portland foursquare homes found in most of inner neighborhoods could be ordered from a Sears and Roebuck catalog and built by a local contractor.

It is these neighborhoods that have more of a craftsman character with high walk-ability scores than the new high-rise apartment buildings attracting new Oregon-transplants as tenants.

There is room for the smaller scale four-plexes and garden apartments that make up the missing middle as long as great care is taken to preserve the existing neighborhoods.

The missing middle can be multi-unit or clustered housing, duplexes, triplexes, courtyard apartments, townhouses, live-work apartments, or accessory dwelling units. It is all about getting it right. Both baby boomers and millennials want these types of homes.

This kind of development consists of 16 to 18 units on a one-acre single city block. The single-family residential zone allows eight units to be built on a single block. By doubling this amount the

turn to page 22

OVER



turn to page 22

# Missing Middle Housing Development

from cover

missing middle density standard is achieved.

It can be accomplished by building accessory dwelling units (ADUs) on properties or by converting some homes into duplexes. It might be that two houses are removed and replaced with a ten-unit garden apartment building.

With caring owners, developers, and architects, high quality structures can easily be built that do not change the character of the neighborhood. This option would provide housing that is less expensive, simple in design, more adaptable to alternative transportation, providing a strong sense of community and still increase densities.

Unfortunately when the inner city was zoned for one unit per 1,000 square feet of property after World War II, many smaller motel-style apartments were built in the 1950s. Half the lot is a five or ten unit apartment building and the front half of the lot is parking.

In many of these neighborhoods, garden apartments of the same density were built before World War II that were in character with the immediate neighborhood.

Most people find these much more desirable places to live. It is the suburban single-family density that should become more dense, not the inner city neighborhoods.

The Division Neighborhood Association with the help of

many neighborhood land-use advocates have recently completed a study of their own about neighborhood design and compatibility standards for the Division Corridor that can be applied throughout inner city neighborhoods.

These design guidelines took two years of work with extensive research and help from local design professionals. These community members seek to have more input, conversations, and methods for addressing the density and design of the future buildings nearby.

As the population of and above the age of 65 increases over for the next 10-15 years affordable housing will be in greater demand.

Single persons now make up 30 percent of households and it is predicted that 80 percent of urban households will be without children by 2025. Conventional development is not delivering the affordable housing choices that are most wanted and it is providing higher densities in the wrong places.

There is a mismatch between the market and the desires of the public. The public is demanding an increasing amount of livability and affordability in areas of increased density.

It is not being built because of the shortage of housing and the developer's ability to build more expensive housing. While many designers and developers understand these concerns others choose not to, but in the end it is

the property owner that makes the fundamental choice.

The new policies and regulations may allow solutions that will maintain the character of Portland's neighborhoods.

Currently the Bureau of Planning and Sustainability is working on changes to the code policies and zoning that guides Portland's development so that we can have more popular, livable, and energy efficient neighborhoods.

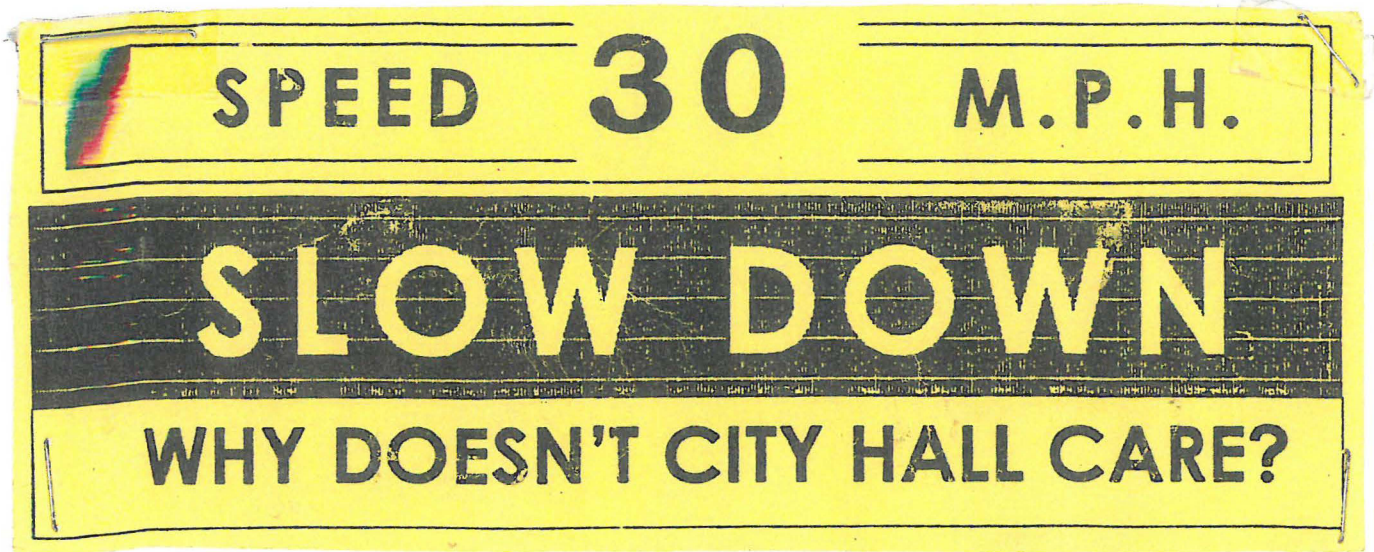
While there is resistance to these changes, it is likely that they will be adopted. There is a possibility that Portland will be able to change the code to be more form-based.

Today the code mandates height and size in general ways, but a greater form-based code could require compatibility with the surrounding neighborhoods. Lansing, Michigan is another city that is experimenting with this type of zoning.

Now is a good time to learn about what the city is doing in regard to the missing middle. The comprehensive plan has been written with these ideas in mind and several working groups are giving more definition to these concepts.

The review of this work is taking place with the Portland Planning and Sustainability Commission, which will recommend a final proposal to City Council for adoption. After that, zoning policies and maps will be altered to conform to the revised goals and policies.







March 2000

## on Hawthorne

st Examiner—  
your article on Haw-  
thorne has also been a great  
mine. I have lived on  
street my whole life and  
many changes.  
suggestion would be to  
5 mph speed limit from  
e. to 39th Ave. as that is  
ne congestion is with all  
ops and the pedestrians  
g the streets. That does not  
they can speed from 39th  
on. A 35 mph speed limit is  
ate for that part of Haw-  
e.  
I have driven up and down  
thorne all my life and this has

been my observation since Haw-  
thorne has acquired so many busi-  
nesses, shops and restaurants.

I hope those in charge will  
take my suggestions under con-  
sideration.

Very truly yours,  
Ivy Kirk

To the Editor:

I enjoyed meeting you at the Feb-  
ruary 18th event organized by Jim  
Whittenburg. It is unfortunate that  
Captain Michael Bell of the Port-  
land Police Traffic Division was  
not able to attend. From your de-  
scription, it seems that Captain

Bell has a lot of reasons why driv-  
ers should not be cited, but not  
much sympathy for those trying  
to cross the street.

Captain Bell told you that a  
pedestrian must not step out un-  
less the driver is at least 90 feet  
away, and this seems to be offered  
in the way of an explanation as to  
why drivers are not ticketed on  
Hawthorne.

I was driving west on Haw-  
thorne last Saturday, and came  
upon a man in the crosswalk at SE  
28th Avenue, trying to cross to the  
south to reach Safeway. I was in  
the left lane, and I stopped. I sat  
there as at least 10 cars, each at  
least 90 feet apart, and all of

see next page

from previous page

whom were more than 90 feet  
away when the man stepped off  
the curb, drove right past the man  
without even slowing. Finally, he  
gave up and turned back to the  
curb. Any one of these drivers  
could have been cited for failure  
to yield to a pedestrian.

I would be glad to meet with  
Captain Bell on Hawthorne, and  
point out violations of the law that  
meet his test for citing drivers. I'll  
even volunteer to try to cross the  
street.

Sincerely,  
Douglas Klotz  
Board member,  
Willamette Pedestrian Coalition

Marian Henley

# The Examiner

SOUTHEAST  
MILLION MOM MARCH AND GUN CONTROL

## It's all about seizing guns

The cat is out of the bag now! Last  
Sunday's marchers were chanting: "All  
the guns ... have got to go! ... All the  
guns ... have got to go!" The Oregon  
vote on Measure 99 (if it gets on the  
ballot at all) will actually be a vote on  
confiscating all guns in civilian hands.

TOM LEE ANDERSON  
Southeast Portland

## Why no march against car deaths?

Does it make a differ-  
ence how teen-agers  
die? Recently I exam-  
ined the statistics of  
teen-age carnage. In  
1998, the automobile  
killed more teen-  
agers ages 14 through  
17 than guns did. This  
disparity has been  
noticed and acted  
upon by our state  
Legislature, but the  
human cry to stop  
this slaughter is  
hardly heard  
when compared  
to the media's  
perceived need  
for removing guns from society.

It is tragic that mothers who marched  
for gun control will likely lose twice as  
many of their teen-age children to the  
motorized vehicle than to the gun.

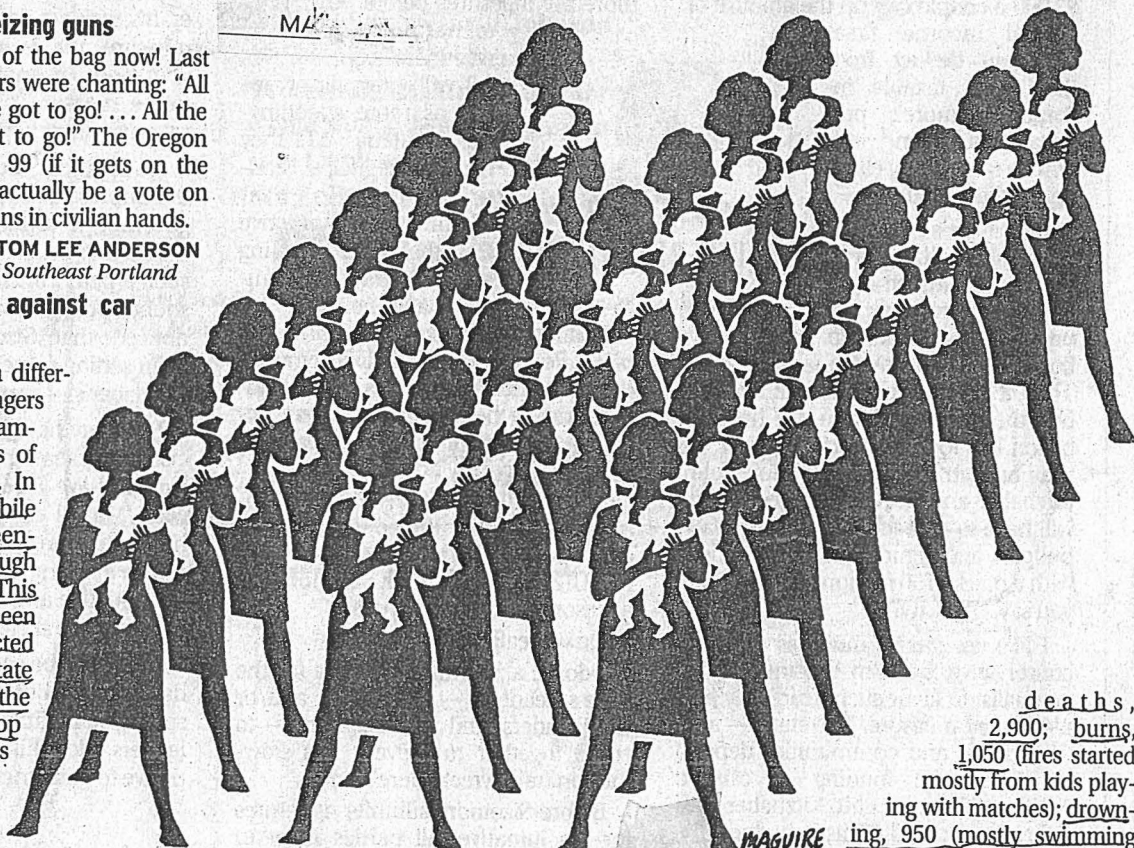
ERNEST F. PLECHATY  
Tigard

## Buckets are more lethal than guns

Your editorial "Mom Power" (May 12)  
leaves the reader with the feeling that chil-  
dren in America are in the grips of a  
firearms-accident epidemic. However, the  
National Safety Council reports these re-  
cent annual accidental death figures for  
children 14 and under nationwide: auto

deaths,  
2,900; burns,  
1,050 (fires started  
mostly from kids play-  
ing with matches); drown-  
ing, 950 (mostly swimming  
pools); bicycle deaths, 225; fire-  
arms deaths, 195. The Centers for Disease  
Control has found that 40 children under  
age 5 drown each year in 5-gallon water  
buckets. An additional 80 children under  
age 6 drown every year in bathtubs.

Instead of calling for more gun laws,  
The Oregonian should be asking its read-  
ers where their 5-gallon buckets are



MA

MAGUIRE



**Institute for Sustainable Solutions**

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**Before the Portland City Council  
Oral Testimony of Robert Liberty  
Director of the Institute for Sustainable Solutions on the  
Recommendations on the Residential Infill Project  
November 16, 2016**

I am Robert Liberty, the Director of the Institute for Sustainable Solutions at Portland State University. ISS works to advance the implementation of sustainability policies and programs, particularly those that will mitigate and adapt to climate change.

I was born in Portland and have lived here for more than 40 years.

We support the proposed zoning reforms that have been recommended to you by the Residential Infill Project Stakeholder Advisory Committee, both the proposal to reduce the maximum size of single family homes and to allow home owners to add additional homes on their property in Housing Opportunity Overlay Zones.

Here are the reasons we support those recommendations.

Both Portland-Multnomah County's 2015 *Climate Action Plan* and Metro's 2015 *Climate Smart Strategy* emphasize compact, efficient, mixed-use development as a central strategy for reducing the climate-changing pollution generated from cars and trucks.

Infill and redevelopment allows more people to choose to walk, bike, use transit or drive shorter distances to meet their needs.

In addition, there are important environmental benefits to smaller homes.

Over the last sixty years the size of American households has been shrinking while the size of homes has grown dramatically. As the Oregon Department of



Environmental Quality has shown, small homes, even with just average amounts of insulation, require far less energy to heat than big homes.

The recommendations also suggest establishing design controls to govern this additional housing. This must be done very carefully. Design requirements should be clear and objective, otherwise they can easily become arbitrary and counterproductive.

As a native of Portland, I am also very concerned about the loss of one the most important elements of our city's character. One of the wonderful things about our city was that families of modest means could still find places to live.

We need to take steps now to make sure our city will remain economically diverse in the future.

The sooner you begin to reform our land use regulations to reflect new realities, the sooner we can make contributions to reducing greenhouse gas pollution and making sure that a wide range of families can find a place to live here.

Thank you for your time, your willingness to consider these new ideas, and for your public service.



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 Suite 110

**Before the Portland City Council**  
**Written Testimony of Robert Liberty, Director of the Institute for Sustainable Solutions on**  
**the**  
**Recommendations on the Residential Infill Project**  
**November 16, 2016**

I am Robert Liberty, the Director of the Institute for Sustainable Solutions at Portland State University. ISS works to advance the implementation of sustainability policies and programs, particularly those that will mitigate and adapt to climate change.

We support the proposed zoning reforms that have been recommended to you by the Residential Infill Project Stakeholder Advisory Committee:

- Allowing 2 Accessory Dwelling Units (ADUs) on a single residential lot,
- Allowing up to 3 units within the envelope of a typical single family home (and a 4<sup>th</sup> in exchange for long-term affordability and accessibility);
- Making it easier to preserve and adapt existing housing stock by adding a backyard cottage, internally dividing a home into 2 or more units, and/or offering density bonuses for preservation and adaptation.
- Offering density bonuses for smaller attached townhomes in the R2.5 zone;
- Amending the 'cottage cluster zoning' to provide a density bonus in exchange for smaller homes in subdivisions or planned developments.
- Supporting the elimination of on-site parking requirements for homes on 'narrow lots' and ADUs.

Here are the reasons we support these changes to the city's land use regulations.

Both Portland-Multnomah County's 2015 *Climate Action Plan* and Metro's 2015 *Climate Smart Strategy* emphasize compact, efficient, mixed-use development as a central strategy for reducing the climate-changing pollution generated from cars and trucks.

Portland, like the rest of the region and our state, has made much progress in the last 40 years in curbing sprawl by allowing for a greater mixture of uses and more housing choices.

Nonetheless, low-density residential zones cover nearly 45% of the city's land area, even though the city's plan anticipate that these areas will accommodate 20% of our growth over the next 20 years.

Whereas homes in high-density mixed-use zones tend already to be small and attached, the opposite is happening in single-dwelling neighborhood settings, where average new home sizes are back up to pre-recession levels of 2,500 square feet - even as average household sizes are at record lows and continuing to decline. This represents a major obstacle to achievement of Portland's stated climate action goals.<sup>1</sup>

Oregon DEQ research has shown that smaller and attached housing types reduce waste and yield significantly smaller carbon footprints. Specifically:

- Of 30 material reduction and reuse practices evaluated, reducing home size and multi-family living achieved the largest greenhouse gas reductions, and significant reductions in other impact categories.
- Reducing home size by 50 % results in a projected 36 % reduction in lifecycle greenhouse gas emissions.
- Reducing home size is a significant leverage point for environmental impact reduction, and may be a more effective measure than achieving minimum levels of "green" certification.

The life cycle carbon impact of a 2,200 square foot house built to High Performance Home standards (well beyond base code requirements) is *slightly worse* than that of a 1,600 square foot house built just to base code. As the house gets smaller and/or attached, the carbon reduction benefits continue to grow.

Allowing flexible site plans and reduced total building footprints can actively help preserve and enhance Portland's tree canopy.

Finally, we believe that these environmental benefits are matched by equity benefits that result that give more persons and households of middle incomes and modest means more choices of places to live, that are close to jobs, that allow children to attend better public schools and that do not require our neighbors to spend so much money on transportation.

We appreciate this opportunity to contribute our thoughts and thank you for your attention and service.

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<sup>1</sup> Climate Action Plan, Bureau of Planning & Sustainability, City of Portland, 2015  
<https://www.portlandoregon.gov/bps/article/531994>



**DAVE & DIXIE JOHNSTON**  
 0550 S.W. Palatine Hill Rd.  
 Portland, Oregon 97219  
 (503) 636-0959

November 7, 2016

Mayor Charlie Hales, Rm. 340  
 Commissioner Steve Novick, Rm. 210  
 Commissioner Dan Saltzman, Rm. 320  
 Commissioner Nick Fish, Rm. 340  
 Commissioner Amanda Fritz, Rm. 220

Portland City Hall  
 1221 S.W. 4 th  
 Portland, Oregon 97204

Re: Residential Infill Concept  
 Recommendation

Mayor Hales and Commissioners:

We are Land Use Chairs for Collins View Neighborhood Association. However, the Association has not voted on these comments and they should not be considered its official position.

Of particular concern are recommendations 4, 5, and 6 under "Housing Choice". These provisions would potentially turn single dwelling zones from R5 to R20 into the equivalent of High Density Residential through the use of an overlay. This should not be approved, even as a concept, without a full legislative process including public outreach and hearings.

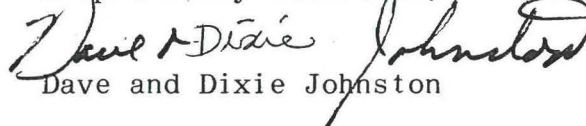
Among our reasons:

- Once City Council has approved this in concept form it will be largely predecided,
- The present proposal has evolved to envision a much greater density than the recently approved Comprehensive Plan. It stated: "Apply zoning that would allow this within a quarter mile of designated centers ... and within the Inner Ring around the Central City" (amendment #P45)
  1. As of October, it extended the "Cottage Cluster " concept to "Citywide".
  2. At the City Council briefing on November 1, the staff seemed to also envision duplexes and triplexes in the R5-R7 zones citywide.
  3. An R5 or R7 lot could have up to 4 housing units counting an ADU with each duplex unit and up to 6 on corner lots.
  4. An R10 lot could have about 8-10 units with "cottages" and ADUs and an R20 lot could have twice as many.

- This is likely<sup>to</sup> invite redevelopment into small apartment like complexes or motel like complexes with short term rentals. Since there is no provision to divide the lots, there would be little likelihood of providing ownership opportunities for less affluent Portlanders.
- This would completely change the nature of single dwelling neighborhoods.
- It would be inconsistent with the Comprehensive Plan Zoning Designations and the zone descriptions in Goal 10.1, paragraphs 3-7, Goal 10.3c regarding the method of making zone changes, and Figure 10-1 regarding allowed zone changes.
- Amendment #P45 also contemplates using zoning (not overlays).
- The added housing capacity is not needed to accomodate growth expected over the life of the Comprehensive Plan according to the staff at the Nov. 1 briefing.

We urge you to make no decision on this part of the proposal until there is a full legislative process including Amendments to the Comprehensive Plan needed to change the Zoning Map Designations and zoning.

Respectfully submitted,

  
Dave and Dixie Johnston

cc: Council Clerk, Rm. 130

To: Portland City Council -Testimony regarding RIP-SAC Committee recommendations.

We want to see smart growth that accommodates new and also values existing resident's neighborhood choices. Balance preserving key aspects the character of established neighborhoods is needed. If passed as proposed I am quite fearful of multi-unit high density re-development 1 block away with on-street parking replacing surrounding homes with yards.

**This Proposal would not meet those objectives, but would;**

- Rezone most of the city to high density, WITHOUT going through a rezoning process. Eliminates single family residential zoning in 65 % of the city.
- Renders zoning useless provides no certainty for a new home buyer. Would increase density on most R5 lots up to 300 %, Allow up to a 3900 sq ft. home on a R5 lot.
- Does almost nothing to address Scale, the primary objective concern of citizens of this city.
- Does nothing to address demolitions, a primary concern of citizens.
- Ignored the Strong opposition voiced in Public Meetings. 27 neighborhoods opposed, with only 4 in support.
- Committee was heavily steered by BPS staff weighted with builders, lobbyists and those aligned with pro-density.
- Does not align with the Comprehensive Plan to densify near centers and (legit) corridors. Give the COMP2035 plan time to do its work.

The comp plan gives numerous references to the 93 identified neighborhoods and gives many references to respecting character *✓ 5 PATTERNS AREAS?*

**This is a one-size fit all re-zoning – takes the easy out.**

A third of the committee has developed alternate recommendations to increase housing options, accommodate growth, while respecting existing residents and neighborhoods, please review their work.

**Roger Zumwalt 8102 SW 5<sup>th</sup> Ave. Citizen observer of RIPSAC meetings October 2015-Dec 2016**



Nov/16/2016

David B. King, SW Portland

I write this testimony strongly in opposition to the majority of the City's "Residential In-Fill Project" and cite the group identifying themselves as "The RIPSAC Seven" and their report detailing the concerns and recommendations for said plan.

The issues are as follows:

- The plan to increase density within a quarter mile of traffic corridors would greatly detract from neighborhoods including mine. I see no issue with increased density or matching density directly on the corridors themselves, however, the quarter mile will place out of character housing well into established single family neighborhoods. The same proposal was a part of the SW Community Plan which the neighborhoods overwhelmingly rejected a decade or more ago and has been consistently rejected since then.
- The use of language implying affordable housing and increasing opportunities seems to be intentionally misleading in order to garner support. For example, I live in an 800 sq. foot house in an R-7 zone. This is a fairly small house for the city and for this area and yet the value is estimated at well over \$300,000 placing it well out of reach of low income families. Given the price of property, I am suspect that developers would choose to build low income housing when it doesn't suit their bottom line.
- This proposal appears to be an attempt to give the City carte blanche power to undo Portland's historical and purposeful zoning and uses language that confuses the true nature of zoning's purpose which is predictability, not exclusion.
- The proposal contains language which appears to purposefully vague such as "as appropriate" and "where necessary". This seems to be done with the intention of, again, giving the city flexibility to skirt any resistance from neighborhoods and groups not in support of the plan.
- PARKING. This is an issue that the "City Planners" responsible for this plan are, again, very vague on and don't seem to want to address, but this plan WILL make a lack parking an even larger and more prominent issue then it already is. In the last few years alone many City "improvements" to areas (for example: Multnomah Village) seems to be done to maximize buildable space for developers and without any forethought as to where the new residents/users of these areas and spaces will park. Portland City Planners seem to believe that Bicycle, Tri-Met and transportation other then personal automobiles will take over. In reality this simply isn't the case and there seems to be no reason to believe it will in the future.
- Of further concern is the City's seemingly intentional misrepresentation of the reception this plan has had among neighborhood groups. I attended one such event this summer and have been aware of others where the overwhelming response was negative and one of rejection of the plan and yet... the City only seems to report positive feedback.

As the Mayor himself has stated, "It's this, not this or something else". It is my opinion that it should definitely be "something else". What the "something else" should be is use of the existing zoning and adopting smaller, less permanent and large-scale, changes where they're supported by the community rather than a general, sweeping change, to the entire City with questionable motivation and no apparent benefit to the existing residents.

**Felicia Tripp-Folsom**  
**Deputy Director, Portland Housing Center**  
**3323 NE Sandy Blvd, Portland OR, 97232**

Testimony to Portland City Council on the Residential Infill Project  
 November 16, 2016

Mr. Mayor and members of Portland City Council,

My name is Felicia Tripp-Folsom, and I serve as the Deputy Director of Portland Housing Center.

Since it opened its doors in 1991, Portland Housing Center has helped over 7,500 families prepare for and successfully achieve first-time home ownership. In the last few years, demand for PHC's services has grown, while housing stock affordable to first time buyers has diminished.

We are generally supportive of the changes being recommended so far by the Residential Infill Project.

We think that re-legalizing smaller-scale housing options, allowing more flexibility, and increasing housing choices in neighborhoods will expand access to opportunity for more people.

We also think that Portlanders need more housing choices in between single dwelling homes and apartments along our Centers & Corridors or Downtown. Economic analysis has shown how deep the market is for homes that can be provided in the \$250,000 - \$350,000 range. These options are zoned out of Portland right now, and this proposal goes a long way towards bringing them back. These are the options that can also be made truly affordable, when coupled with land trust and first-time homebuyer programs.

We would like to see deep incentives for real affordability added to the current Concept Report. These include:

1. Don't limit the geography of these housing choices. East Portland should be able to develop the kinds of neighborhoods that enable walkability and transit access. And, inner neighborhoods should have the flexibility to offer flexible, adaptable housing options that can also be more affordable.
2. Actively incentivize permanently affordable housing by allowing an additional bonus unit [or increased FAR] for providing an affordable unit, an accessible unit, or internally converting an existing house, and
3. Allow additional bonus unit [or increased FAR] in cottage clusters for providing affordable units, accessible units, or for retaining the existing house on the site.

As the gap between wages and home prices in Portland continues to widen, the down payment assistance and financial products offered by PHC will become even more vital to first time homebuyers trying to compete in Portland's hot real estate housing market - and this includes those who have been actively excluded or priced out of Portland's opportunity-rich neighborhoods for a long time. Homebuyer assistance is important for families, allowing them to increase stability, build equity, save money, and put down roots in their communities.

We see the Residential Infill Project as one of many necessary tools needed to offer more Portlanders flexible, adaptable housing options that can meet their needs. We also think that, with the additions I mentioned, the proposal can help to create and maintain truly diverse, mixed-income neighborhoods.

Sincerely,  
 Felicia Tripp-Folsom

Carrie Richter  
1151 SE 72<sup>nd</sup> Ave  
Portland, OR 97215  
crichter@batemanseidel.com

November 16, 2016

Honorable Mayor and City Council  
City of Portland  
1221 SW 4<sup>th</sup> Ave.  
Portland, OR 97201

Via Hand Delivery and Email to [residential.infill@portlandoregon.gov](mailto:residential.infill@portlandoregon.gov)

Re: Comments on Revised Residential Infill Draft Proposal

Honorable Mayor and City Council:

As the former Chair of the Portland Landmarks Commission, I continue to have significant concerns that the Draft Infill Proposal fails to adequately prioritize and protect the historic resources that make Portland's neighborhoods desirable places to live. These comments supplement those that I provided to the Stakeholder Advisory Committee dated August 12, 2016, which are also attached. As I explained in that letter, my primary concern remains that this draft does not effectively promote historic property protection. I have no objection to allowing for greater housing diversity within residential zones but any such changes should be carefully considered to ensure that we do not lose the very thing that we are trying to protect. As a result, this proposal fails to achieve the stated objectives for proceeding with this effort and it will violate the City's recently adopted Comprehensive Plan policies which encourage preservation, the adaptation of existing housing and finding alternatives to demolition of sound housing.

As a preliminary matter, it is important to remember that these code changes are not necessary for the City to provide an adequate supply of housing for future residents. Continued development at existing residential densities will result in an adequate supply of housing. Rather



than a necessity to meet future development, these changes are nothing more than personal preference and developer demand alone.

Therefore, to proceed down this path, authorizing additional density, with a one-sized-fits-all approach throughout much of the city, without a detailed analysis of whether these authorizations could possibly result in the same or a greater number of residential demolitions is beyond reproach.

The state objectives for proceeding with middle housing are (1) to address concerns over the number of demolitions, (2) the affordability crisis and (3) to increase neighborhood compatibility. As proposed, this draft is unlikely to achieve any of these goals. Rather, proceeding with these code amendments, giving a blanket incentive to developers to additional density without including any meaningful reduction in building size, incentivizing bonus density for separate ADU structures, increasing lot coverage and not providing any concurrent restriction on demolition or disincentive for historic preservation will only encourage demolitions in greater numbers and not reduce it.

### **This Proposal will not Reverse the Demolition Crisis**

Residences are being demolished at an alarming rate – the City has lost 697 residences in the past three years. A majority of those homes could have been adaptively reused to yield more units to provide middle housing but were not.

The only way to meaningfully reduce demolitions is to prohibit the destruction of homes that would otherwise qualify for historic designation or make the economic incentives for preservation and adaptive reuse outweigh the benefit from new construction. The first option could be achieved by putting a moratorium on the demolition of any structure that is more than 50 years old, until a historic designation evaluation takes place. This could be done on a city-wide basis through an historic inventory or upon request of a property owner. Once it is determined that a building would not qualify for some form of local historic protection, it may be removed. Another option would be to limit the middle housing authorization to only those lands that were vacant at the time of the code adoption or where the property retains a

structure that is less than 75 years old – built after 1941. See the attached map.

A third option would be to provide economic incentives to adaptive reuse that would allow a preserved structure to competitively compete with new construction. Although I applaud staff's inclusion of Recommendation 7: Adding Flexibility for Retaining Existing Houses, providing only a "modest" additional floor area, height and potential for changes in the building code, are still likely insufficient to level the field. The City's commissioning the Internal Conversion Report was only the first step in identifying the hurdles that discourage reuse. What Recommendation 7 fails to highlight is the Report finding that nearly all of the City's existing housing stock could be adapted to accommodate additional density providing variety in unit size. As a result, adaptive reuse could supply much of the identified missing middle. The Report further shows that existing building code regulations that make adaptive reuse cost prohibitive are locally controlled and could be changed. The Draft Proposal Recommendation fails to disclose the local nature of these significant impediments that can be accommodated without concurrence from the statewide Building Codes Division in Salem.

Most importantly, merely identifying incentives for preservation is utterly insufficient without some evaluation of whether and to what extent the incentive will actually work to make adaptive reuse competitive in today's market. The City has numerous preservation incentives on its books today; very few of these incentives have been put into practice. In order to ensure that the incentives will curb demolitions, some study of economic values must be ascribed to the challenges of reuse so that we are sure of success before we open this door. The Johnson Economics study, the only economic evaluation completed as part of this work, did not consider the economics of adaptive reuse and to what extent it will be able to compete with new construction. The Council must instruct staff to work in conjunction with the Landmarks Commission and historic preservation professionals who understand the market realities of reusing historic homes to come up with an incentive package that will work and then implement them before any additional residential infill density is permitted. If the Council is to authorize proceeding with middle

housing, it must be limited to a finding that it will reduce the number of residential demolitions. The proposed draft fails in this regard.

### **This Proposal will not Result in Greater Affordability**

Similarly, there is no evidence in the proposal to suggest that allowing additional dwelling units per lot will reduce the cost of housing. New construction, whatever its size, is always going to be more expensive than if a similarly sized unit was provided within an existing residence. Achieving greater density, largely through new construction, as the draft provides, will result in the construction of more expensive housing. Citing proximity to transit as reducing housing cost if the infill overlay applies to very nearly the whole city. If achieving greater affordability is the purpose for this study, adaptive reuse could fill that missing middle. Should this effort continue, the analysis requires a paradigm shift – historic homes are less expensive and as such, they could provide an affordability middle, which this valuable objective that this proposal does not address.

### **This Proposal will not Ensure Design Compatibility or Housing Choice**

A majority of the historic homes demolitions result in the construction of new single family homes that, according to the report, average 2,679 square feet. These new homes are 1000 square feet larger than average historic homes creating an inconsistency in massing and scale. Yet, the draft proposal does not recommend a reduction in the footprint to meet the historic average. It does not even propose splitting the difference – say 500 feet. Rather, the proposal reduction in massing is a piddling 179 square feet, a difference that will be largely unnoticeable to the average person. Merely noting that homes could be larger than typically built does not address the lack of massing compatibility issue already occurring in the first instance.

Any meaningful compatibility analysis requires some detailed discussion of the baseline identified for achieving compatibility. A 2,679 square foot single family home at 30 to 35 feet tall with virtually no yard may be compatible in the close-in Eastside neighborhood, such as Beaumont, that is characterized by larger, more vertical Victorian and



Portland Four-Square style homes but would be incompatible with post-war single-story cottages located on larger lots located further out in the Montavilla neighborhood. For this reason, the recommended one-size-fits-all approach to scale and height reductions should be rejected, particularly when they will have no measurable effect on achieving greater design compability.

If we are going to talk about giving residents greater housing choice, that choice should not be limited to housing type but must also provide for variety in design. The proposal highlights neighborhoods such as Hawthorne and Irvington, where “one can see duplexes, bungalow courtyards and small apartments comfortably mixed among single-dwelling houses.” What this report fails to note is that this great variety in type also comes with it a tremendous variation in design. This design variety from craftsman to colonial, from half-timbered to stucco, gives depth and vibrancy to Portland’s neighborhoods. If this proposal is to move forward, more must be done to require variation in design and the use of high quality materials, typical of existing residential development in historic neighborhoods. This is not to say that every new home must be unique but it cannot follow the model of rote reproduction of non-descript apartment cubes that speckle the landscape, diluting the character defining features that distinguish Portland’s neighborhoods. I understand the City’s obligations to provide clear and objective standards for housing but modern planning techniques allow for greater variety in regulation rather than such a blunt and unremarkable approach. This could be achieved by adopting a dual path system that requires design review for new construction that exceeds a certain FAR or in cases where an existing home that could qualify for historic protection is being removed but allows an objective path when the property is already vacant.

In conclusion, while this proposal is likely to increase residential densities throughout the City’s single family zones, these new residences will not be any more affordable and increased density pressure will only result in greater sacrifice of the City’s irreplaceable historic resources in the process. This approach does not achieve the balance set forth in the Comprehensive Plain. Providing greater housing diversity is a worthy goal but it must be limited to prioritize historic

preservation and adaptive reuse of existing structures over new construction.

Thank you for your serious consideration of these comments,



Carrie Richter

Cc: [mayorcharleyhailes@portlandoregon.gov](mailto:mayorcharleyhailes@portlandoregon.gov), Portland Mayor  
[kirk.ranzetta@aecom.com](mailto:kirk.ranzetta@aecom.com), Portland Landmark Commission Chair

Name, thank you for giving me the opportunity to speak, I live in the Multnomah Village Neighborhood.

Up until 3 or 4 years ago Multnomah Village was an affordable, middle class neighborhood.

MANY RETIREES AND SENIOR CITIZENS PURCHASED HOMES there; homes which average 1500 sq ft

They were not only interested in affordability but also the beauty, walkability, mature trees and rich urban ecosystem which exists in SW Portland. Home buyers often site the urban forest as the primary reason they moved into the neighborhood.

Senior citizens in Mult enjoy caring for the environment: the mature trees, gardens, butterflies, bee hives and chickens. All a great benefit to the city.

We have many persons in their 70's and 80's who own homes in this area.

As an example: Retirees live in all of the homes on the block where my wife and I live.

All the homes are between 1500 and 1800 sq feet. THEY ARE all ON 10000 SQ FOOT LOTS which are filled with an abundance LARGE TREES, FRUIT TREES, ORGANIC GARDENS: , BEE HIVES AND A VARIETY OF RELATED HABITAT.

All of the owners would like to live and die on these properties. IF one of these properties is sold, THEN UNDER THE CURRENT ZONING, AND EVEN UNDER THE RIPSAC PROPOSAL THE LOT would likely BE SPLIT, two new 2500 SQ FOOT HOUSEs WILL BE BUILT, OR two duplexes, on a corner aTRIPLEX, adu's etc. When this happens trees, gardens, and bees go. .

The proponents of RIPSAC fail to understand the health and economic benefits of a mature tree canopy. How many tons of air pollutants are trees removing from the air in Portland??

Recent University of Chicago research indicates that having 10 more trees in a city block, on average improves health perception in ways comparable to being seven years younger. Quoting from the recently published: "Urban Forests – A Natural History of Trees and People in the American Cityscape, "Trees, nature's largest and longest-lived creations, play an extraordinarily important role in our cityscapes. They are not only critical to public and individual health but are also the dominant component of what is now called green infrastructure, defining space, mitigating storm water, cooling the air, soothing our psyches, and connect us to nature and our past".

If you approve this infill plan, can Portland legitimately call itself a green city?

Testimony 11/16/16  
Houston Markley  
4629 SW Carson ST  
97219



Testimony

Ellen Gentry 4629 SW Carson St 11-16-16

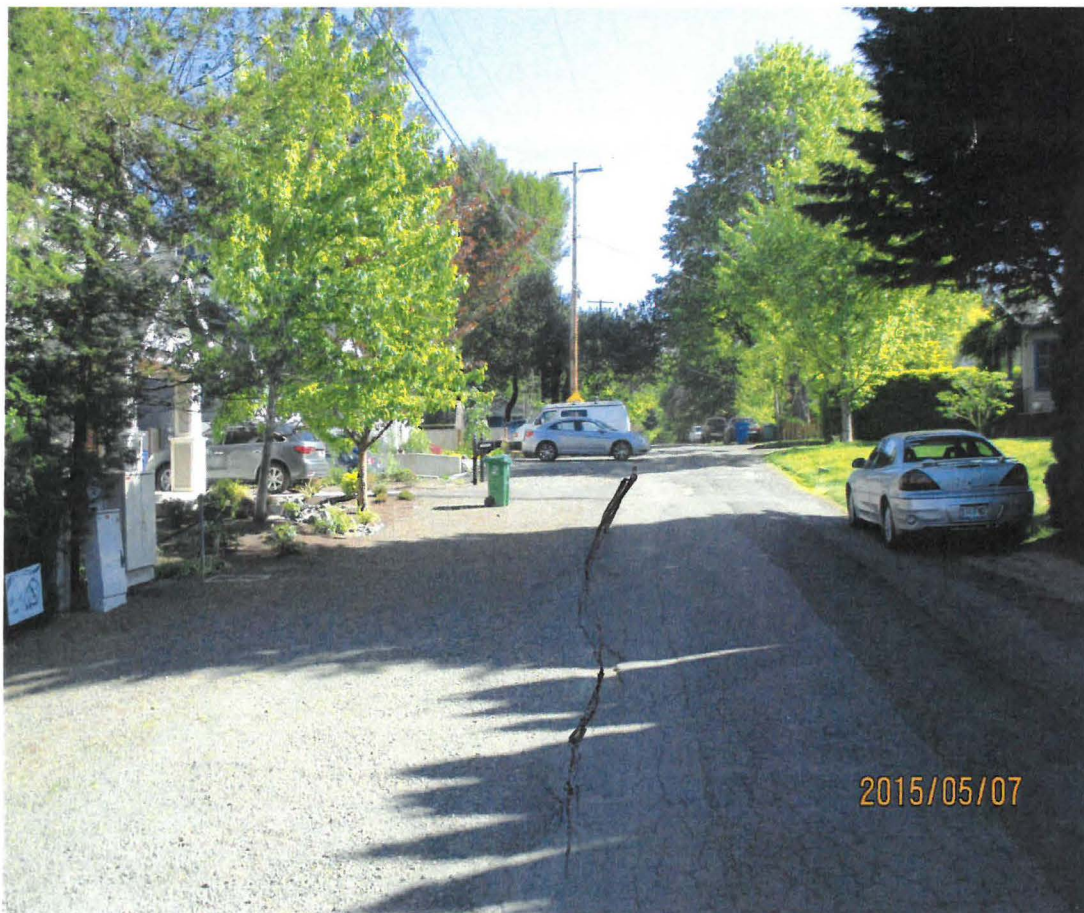
I want to talk today about the effect on ~~quality of life~~ that the middle housing proposals, if approved, would have on quality of life. The Southwest neighborhoods lie in the midst of an urban forest, with tall trees, gardens and beautiful landscaping. It is very disturbing to think about the elimination of plant life and habitat that these proposals would bring about. But my neighborhood, the Multnomah neighborhoods particularly unsuited to the proposed increase in density. Our streets are not maintained by the city. They are narrow and in very poor condition. But because there are no sidewalks, residents use the streets for walking. On any given day you will see residents taking walks and walking their dogs. Many of us use these streets to walk into Multnomah Village or to the bus stops located in the neighborhood. Converting to the multiple unit model would bring in many more people and the additional cars that come with them. Clearly that would create an unsafe situation for pedestrians on these streets, and the neighborhood would no longer be the walkable ~~friendly~~ area we have enjoyed. My husband and I chose this neighborhood because of the availability of public transportation, and we took the bus here today, as we always do when we come downtown. I fear that we will no longer be able to <sup>access</sup> bus transportation if it means walking on streets clogged with traffic and cars.

The infrastructure in our neighborhood works well for the single family model we have had, but it is not suited to increased density. It's hard to understand why neighborhoods of this kind would be targeted, when there are other Southwest areas where increased density would be appropriate. Barbur Blvd is an example of a street that could use a face lift. It has wide streets with sidewalks. It is a main artery that stretches from Terwilliger to Tigard and has been identified as an area for light rail and other improvements in public transportation. ~~I would~~ Another

factor to consider is Metro's projection

W. L. S. S. S. S.

I acknowledge that Portland needs more housing options, but I sincerely hope that the increased development will be done in areas that can handle the changes.



SW 46<sup>th</sup> ST

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**Residential Infill Project Concept – 11/16/2016**

Responding to: News from the City of Portland Bureau of Planning and Sustainability, 11/17/16

- a) "Apply a Housing Opportunity Overlay Zone in areas with good access to services, jobs, Transportation options and other amenities. Within the new overlay zone, allow more housing types (duplexes, triplexes on corners, additional ADUs) and rezone historically narrow lots to R2.5)
- b) "Apply incentives for retaining existing houses."

I'm Roz Roseman, an example of someone who is living out increased density by living happily in an ADU, & aging in place. Thank you for this opportunity to add my views.

My family agrees higher density is needed in Portland. We want teachers and baristas and police officers to be able to live within Portland. And we want to do the best for the environment. In the November SE Examiner, Dan MacGullivray wrote about making up missing middle housing as long as great care is taken to preserve the existing neighborhoods." To me, that means

- Support for multi-unit buildings but on existing traffic corridors with first floor retail and
- Support for public transportation and bike paths
- And, very important, preserving the good housing stock we have – all over Portland.

**RE-USE - We start with: The most environmentally sound building is the good one you re-use.**

STOPPING demolition of good single family homes & creatively re-using them is the alpha & omega of the best plan. Ways to increase density include allowing more attached houses adjacent to commercial corridors like the row on 30<sup>th</sup> Ave between Hawthorne & Clay or the Horton small homes on a main corridor at 43<sup>rd</sup> & Division.)

BUT my MAIN Point is that the BEST WAY to meet that dual goal, retaining existing housing, AND the character of our inner neighborhoods, is NOT just to permit ADUs, but to

**Actively, consciously develop encouraging policies that greatly expand the number of ADUs built to 2-3 units on lots of lots w/o taking good housing down or destroying the feel of the neighborhood**  
BDServices needs to allocate time, staff and money to:

1. INCREASE # of units all over the city only if original sound housing is retained:

- a) Permit up to 3 ADUs if one is through an internal conversion, basement or attic.
- b) Allow one attached or detached and one above garage with code amendments, say, requiring garage-top units to use skylights and frosted windows on some walls to maintain neighbor's privacy.

*allow internal conversions to duplexes rather than demolish homes to build*  
2. FEE WAIVERS should be made permanent or set for 15 years *for ADUs and internal duplex conversions*

3. Building Dev. Services should promote these new policies with LOTS OF publicity - accessible literature, articles in the press, to encourage and assist families to ADU density.

4. FINANCNG – **Most important**: Because financing is key to a family's ability to build ADUs, BDServices should work with Banks and Credit Unions to develop special construction-type loans for ADUs that roll over into new or 2<sup>nd</sup> 15 or 30 year mortgages – all at relatively low rates, and fees.

Last, what are we against? We are super against tearing down single family homes that can be remodeled. We are FOR maintaining existing stock and increasing density by heavily encouraging ADUs as above.

*and some internal conversions to duplexes.*

Thank you.

Roz Roseman

rozroseman@gmail.com, 503.317.3577

11-16-16



Testimony for Janet Baker (UNR)  
 503-288-3441  
[janbak@pacifier.com](mailto:janbak@pacifier.com)

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My name is Janet Baker and I'm part of the Steering Committee of United Neighborhoods for Reform (UNR). I live in Northeast Portland

- In the best of all worlds I would be telling you to start this RIP process over again. Do it the way Nore Winter described the work he is doing in LA and other cities facing similar density pressures. They approached infill code changes by carefully considering contextual differences among neighborhoods. If you aren't familiar with Nore's work I've included a link to the presentation he gave to Portland on October 17<sup>th</sup>. It's a completely different approach from the one size fits all approach in the RIP report.
- <http://www.portlandtogether.org/events>
- But for whatever reason Portland didn't choose this route and politically and financially I doubt you are going to throw out the RIP work that has been done so far.
- So let's look at some of the issues that were addressed at last week's hearing and see where we can go from there.
  - A lot of questions came up about whether affordable housing can really be created by demolishing one house and putting up two houses/duplex. Look at land prices in Portland and how much that land value alone is before you add a single stick of wood to construct a house. While it might be true that refiling the lot with two units rather than one large unit, allowed under current code, will yield MORE affordable units than the one large new house, the house you tore down more than likely was the MOST affordable one. We simply don't have the data in Portland to suggest otherwise.
  - Part of the problem UNR sees is we really have very little modern day experience with middle housing in Portland. You may have seen pictures of middle housing in the PFE PowerPoint presentations they gave at the Lucky Labrador brew pub. I attended one of the first of those and saw some pictures of charming stucco duplexes. As I said to Eli that night, I would have no issue having those duplexes next to my little 900 square foot one story stucco house. They would fit in perfectly, not surprising since they were built in the 1920s, the same time my house was built! However that's not been our experience with infill in most Portland neighborhoods. We need to see middle housing that fits in contextually. Given we have a wide range of housing styles in different parts of Portland, and nothing in this current BPS proposal that is really going to help with the contextual problem, figuring how that context will take some effort.
  - We also already have parking capacity issues in some neighborhoods that have already experienced recent density increases with the many new apartments built without parking.
  - I could go on and on about what we DON'T know in Portland and how little this RIP plan does to answer any of those questions but I would run out of time. What I want to talk about is what UNR does support and that is a pilot project to get some answers to these unknowns.

#### **UNR Recommends a Pilot Study:**

- Besides the conversions of existing houses and additional ADUs, which others testifying for UNR will address, another thing UNR supports is applying ideas included in this BPS Conceptual Plan to some small test area(s), a pilot study.

- In this pilot study the city needs to carefully analyze the real costs and benefits to Portland residents resulting from the demolition of existing homes and the construction of new houses under this BPS denser building model. This analysis needs to address:
  - How much material is sent to landfills and how much is re-used?
  - In the demolition process, what measurable lead and asbestos residue result at the demolition site as well as nearby properties?
  - What kind of housing gets built?
  - Do the proposed changes in building mass actually work, i.e., do the new buildings fit in the neighborhood?
  - What are the impacts from the proposed setback rules?
  - What are the impacts on sunlight and privacy of adjacent properties?
  - What is the impact to the neighborhood of not requiring off-street parking?
  - What are actual construction costs and the selling prices for the new houses?
  - How affordable is the resulting housing for Portland median income buyers.
  - You could even add in some design competition as part of this pilot study, similar to what the city did many years ago with skinny house design
- Hopefully one of the neighborhoods who are most supportive of the BPS plan will come forward and offer some part of their neighborhood to be included in a pilot study.
- If you look at Appendix E you can find a few neighborhood associations that sent letters in support of the BPS plan. Some examples include:
  - Cully Neighborhood Association endorsement on page 18 of the Appendix E
  - Sunnyside Neighborhood Association endorsement is on page 105 of Appendix E.
- This BPS Conceptual Plan is simply NOT\_ready for prime time. It is a BIG leap from the BPS plan to something that can be converted to code.
- Test the ideas in a small area pilot study.
- Do the analysis that is so clearly lacking in this conceptual plan.
- Then come back to Portland residents with some real facts not just a reckless plan to re-zone most of Portland's single family neighborhoods.

Edward Barrow  
1803 N Colfax St  
PDX OR, 97217  
503 975 0316

**Inappropriate lot loading:**

39x110 ft Lot Triplex, w/ 3 2000 sq' condos proposed! 5' off E property line; 10' off west. Close to front sidewalk and rear property line.

3 storeys, 3 front doors with 6!!!! balconies and windows on my property line. Minimum 6 adults Privacy is obliterated! Livability? Highly comprimised. Property value? Lowered.

This unit might work on a corner lot but not sandwiched between two single family homes.

**Parking:**

Asking price for new condo on Colfax- Min 500K. Probability is at least 2 cars x 3 units. 6 cars. If residents use public transportation that means their cars are on the street taking up spots all the time. Likelihood is that I will not be able to park in front of my house. Aging seniors walking instead of new residents???

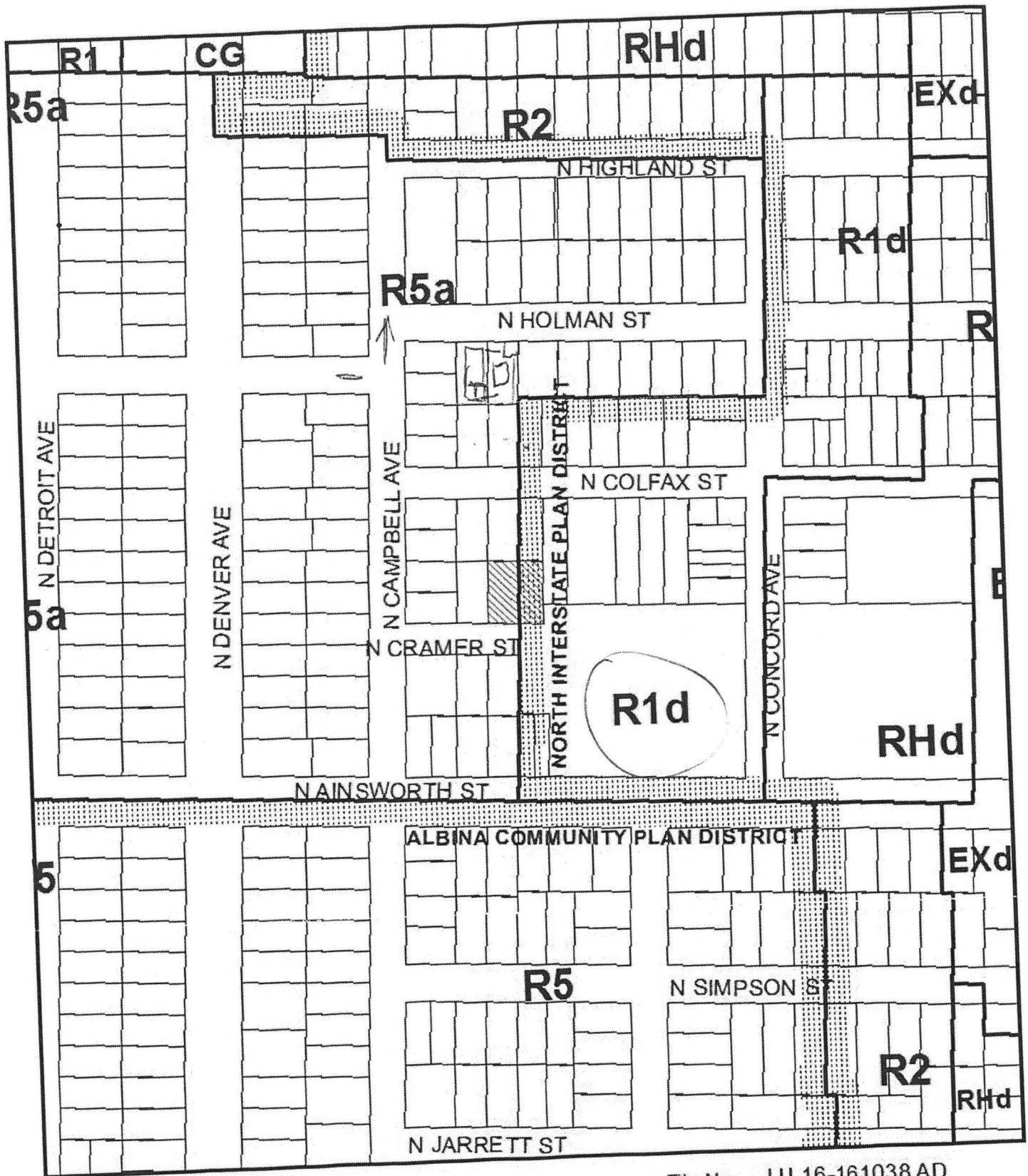
**What about citizen/resident review process??**

Starter homes are now demo'd and removed from inventory. Stop or create negative incentives.


Granville addition, Block 8, lots 9/10.

This block is surrounded by R5 lots. Why is my block R1D? This should not be allowed. Lot 10, middle of block, is last R1d. This should be reviewed. All houses on block are single family.





# ZONING

 Site



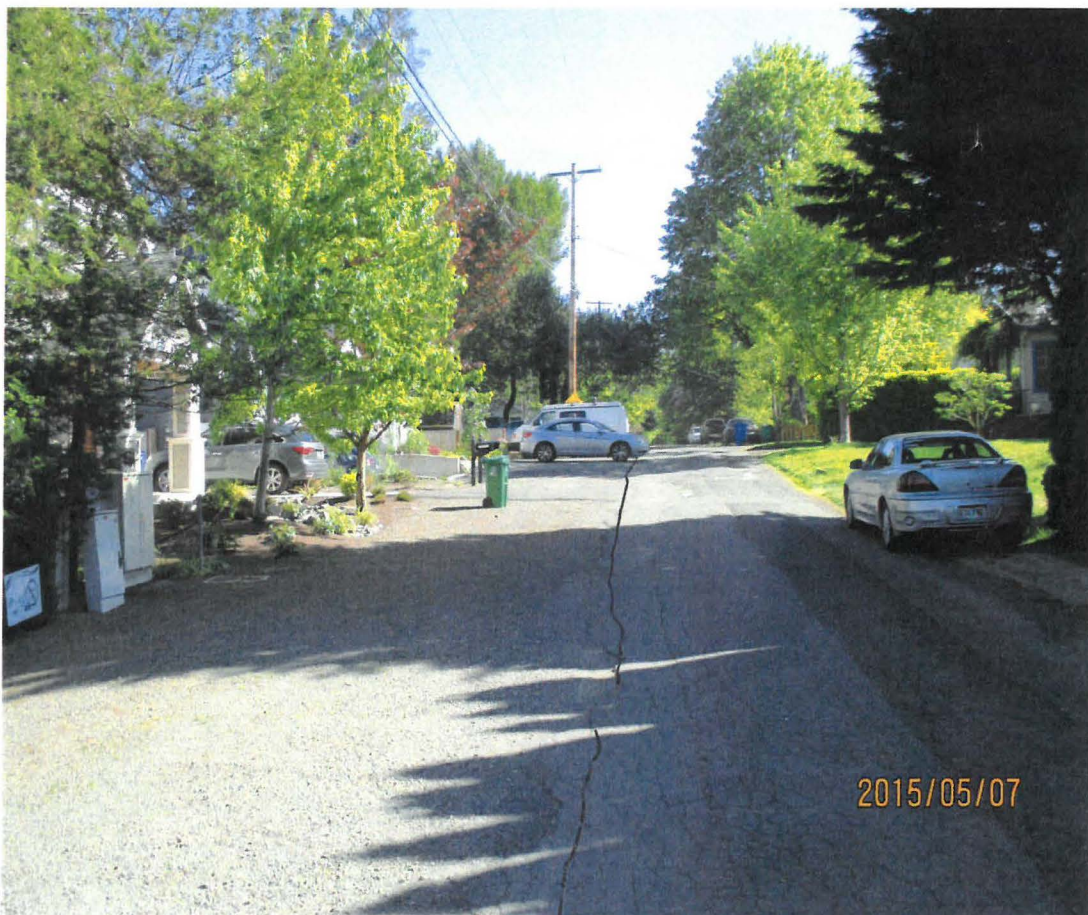
NORTH

This site lies within the:  
NORTH INTERSTATE PLAN DISTRICT

File No.	LU 16-161038 AD
1/4 Section	2428
Scale	1 inch = 200 feet
State_Id	1N1E16DA 15400
Exhibit	B (Apr 27, 2016)

Ellen Gowdy

37252



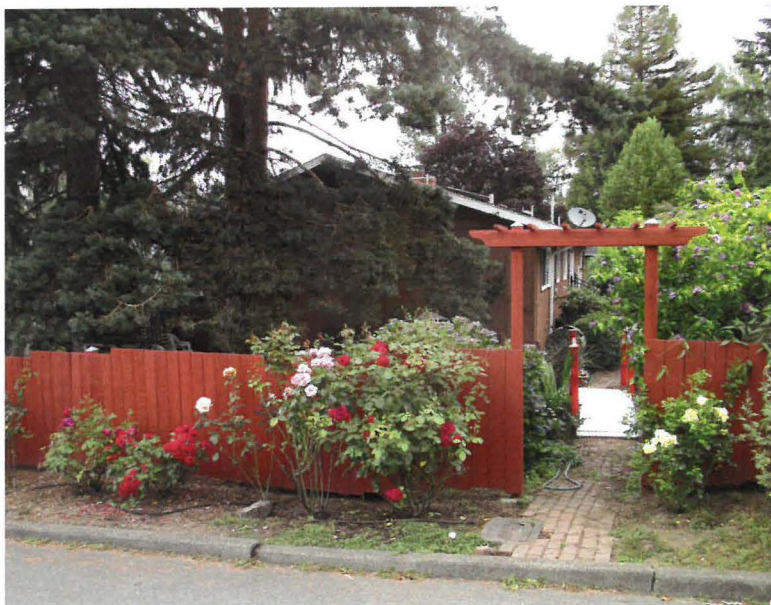
SW 46<sup>th</sup> ST

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# Mutt Village Sr. Homes

37252



Amankley

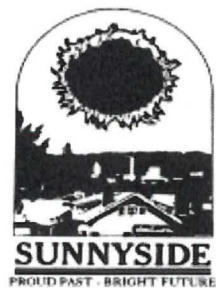
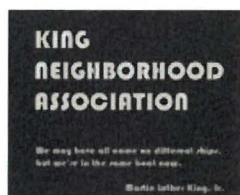




Together, we urge the Portland City Council and other civic leaders to make inclusive and equitable land use and funding decisions that will:

- Provide plenty of affordable and diverse housing options in all Portland neighborhoods
- Prioritize housing for historically and currently under-served populations
- Prioritize housing for humans over housing for cars
- Allow more people to live in areas with good access to transportation, parks, and services, and
- Create and maintain economically diverse neighborhoods.

The organizations and individuals that comprise Portland for Everyone don't agree on everything. But, we do all agree on those five over-arching goals for our city. Some organizations also wanted to share more about how they enter the housing & land use conversation, and what their top priorities are. Please find their statements below.





"ROSE was created by outer southeast Portland residents to revitalize our neighborhoods by building and rehabilitating high quality affordable housing. Since we began 25 years ago housing costs in our city have gotten completely out of control. The evidence is everywhere: homelessness is at record levels, there is a shortage of 40,000 affordable rental units and many Portlanders have given up hope of ever being able to own a home. If we work together, there can be affordable homes and healthy neighborhoods for everyone." - **ROSE Community Development**

"As a statewide association of nonprofit housing and community development organizations, including 20 organizations working here in Portland, Oregon Opportunity Network (Oregon ON) knows that a stable, affordable home is the key to health and prosperity. Our members are affordable housing developers and service providers working across the continuum from homelessness to homeownership. We have decades of expertise and passionate commitment to housing opportunity. At this moment of crisis, we need the entire community to step up with increased resources,

improved policy, political leadership and collective will to increase access to housing that is safe, decent, and affordable to all." - **Oregon Opportunity Network**

"We love our neighborhood. We want anyone and everyone who wants to live in Cully to have the opportunity to do so.... We value the economic and ethnic diversity of our neighborhood. We are aware that economic forces threaten that diversity by displacing many of us. We acknowledge that people of color face higher barriers to finding housing and employment, and are particularly vulnerable to displacement. Improvements to our parks and transportation infrastructure and the growth and enhancements in our commercial areas, while needed and desirable, are making our neighborhood more attractive to developers, investors and home buyers, driving up prices and exacerbating displacement. It is our vision that improvements in Cully will benefit existing residents and encourage them to remain in the neighborhood as we also welcome and make room for new residents, including people of color, working families, and lower-income people in need of affordable housing." - Excerpt from the **Cully Association of Neighbors** Inclusive Cully Policy

Since it opened its doors in 1991, Portland Housing Center has helped over 7,500 families prepare for and successfully achieve first-time home ownership. In the last few years, demand for PHC's services has grown, while housing stock affordable to first time buyers has diminished. As the gap between wages and home prices in Portland continues to widen, the down payment assistance and financial products offered by PHC will become even more vital to first time homebuyers trying to compete in Portland's hot real estate housing market. Homebuyer assistance is important for families, allowing them to increase stability, build equity, save money, and put down roots in their communities. Homeownership is especially important for families of color, helping to address the inequality that stems from historic, long term barriers that have kept households from achieving homeownership (unequal access to mortgage credit, redlining, displacement, restrictive covenants, etc.), reduce vulnerability to displacement, and build wealth for communities. Any suite of proposed solutions to create and maintain diverse neighborhoods, reduce displacement and disparities for people of color and low-income people in Portland, needs to include strategies to increase first-time homeownership opportunities in well-connected, amenity-rich neighborhoods. - **Portland Housing Center**

"As an organization that advocates for the use of active transportation we feel that a Portland for Everyone is a city that allows people to make safe transportation choices regardless of their neighborhood. Affordable housing is a key element of creating that environment and we force housing affordability to make our transportation choices for us. Working with Portland for Everyone will ensure that all Portlanders, current and future, will have the ability to make responsible housing and transportation choices that reflect our city's progressive values." - **Bike Walk Vote**



"Proud Ground is a nonprofit land trust that works to provide more hard working families permanently affordable homeownership opportunities. Those who have been shut out of the homeownership market in the past, can have an opportunity to thrive when they are able to secure an affordable home. (For example, reference the "Solving the Affordable Homeownership Gap" study we conducted on the impact of homeownership the families and the community.) However, outdated land use and zoning codes are currently adding cost and time to projects, making many projects impossible. We are missing opportunities every day to leverage subsidy resources to create more desperately needed units of housing because of restrictions on the use of land, lots and current housing stock. The changes proposed by the City of Portland takes steps down the road but given the crisis we face, we must do more. Portland for Everyone is aggressively pushing the public discussion on the importance of regaining some of the best housing design, creating smaller more efficient units and using the land available in Portland (less every day) better. We strongly support these efforts. Let's join together to support create more housing across the spectrum before it's too late for Portland to be the city we know and love - for everyone!" - **Proud Ground**

"No matter their income or location, everybody should be able to make travel choices that safely and conveniently get them from their home to their school, job, and other essential destinations. For too many Portlanders, the biggest barrier to achieving this goal is the lack of affordable housing in the neighborhoods where they want to live. The Safe Routes to School Pacific Northwest Network advocates for safe walking and bicycling to and from school, and in daily life, to improve the health and well-being of children and to foster the creation of livable, sustainable communities. A Portland that provides for abundant, diverse, and affordable housing to meet the needs of all family sizes in every neighborhood is essential." - **Safe Routes to School National Partnership**

"The community of Portland is certainly at a crossroads. Just as we have become a leading city of community and sustainability, our challenges have become greater in complexity and scale than ever. From among all of the various challenges that we have already been dealt, now we are in a pervasive crisis of affordable housing such that the very roof over the creative culture we have cultivated is now under threat. Yet, a crossroads isn't only about negative potential. A crossroads is piazza where possibilities converge. Maybe this crisis is presenting us with a grand opportunity for reinvention! Let's make it so." - **City Repair**

"Oregon Walks is working to make walking a safe, convenient, and accessible transportation option for every Oregonian, regardless of which community they live in. It's imperative that walkable communities have abundant, affordable housing stock that provides options and choices for every Portlander who wishes to live in a walkable communities, whether a student starting off at community college, a family trying to

raise kids, or a senior citizen who wishes to maintain her independent living. Prioritizing building and rehabilitating housing in our existing walkable communities provides stronger neighborhoods for all, and Oregon Walks is committed to working with Portland For Everyone to ensure that sustainable, active, and healthy transportation and land use patterns are integrated into P4E's platform." - **Oregon Walks**

"Affordable, equitable, sustainable housing is crucial to the long-term success of our community. Our economic prosperity, as well as our quality of life, depend on it. Meaningful investments in housing now will help ensure a vibrant, livable Portland for all." - **UD+P**

"The city of Portland, this unique place with its own, unique culture, now faces a great design challenge. We are mired in an intractable housing crisis that is both local and systemic. We must meet this challenge head-on in order to support the amazing culture that we have built, together. At the same time, however, many related, underlying issues impacting housing are so utterly systemic that we can't solve these issues without changing the world. How very exciting! As we have designed the context of all of our ongoing challenges, so will all of the solutions emerge from us!" - **Communitecture**

"The shortage of affordable housing in Portland is challenging our identity as a livable, diverse, and equitable place to live. As a small business, we know that we're all better off when all families have access to good schools, open spaces, and safe streets. It is important to us that our employees can afford to live close to where they work and have access to a variety of transportation options. We support increasing the diversity of housing types in our residential neighborhoods as a way to allow more people to live in the neighborhoods we love while preserving their unique character." - **Brink Communications**

## Portland for Everyone Residential Infill – A Way Forward

Portland is a place where all are welcome and everyone's interests matter, regardless of background, income, age, sexual orientation, health, or length of residency - whether renter or homeowner. The greatest asset of our city is its people. To ensure that Portland remains a welcoming place, we must ensure we have housing for all.

Most of Portland's residential land supply is locked up in zones that only allow a single dwelling unit on each lot. As a result, new houses tend to be large – 2,500 square feet on average. However, nearly 2/3 of Portland's households are now just 1 or 2 people. People of all ages are looking for a variety smaller homes – these homes are more affordable, more environmentally friendly, and fit our household sizes better. Yet housing options like duplexes, triplexes, courtyard cottages, smaller attached homes, and rowhouses are prohibited in much of Portland. This exclusionary zoning means low and middle-income families are disproportionately burdened by higher home costs. To be truly welcoming, Portland must offer families more choices in between a large single dwelling and an apartment in a multi-story building.

Portland for Everyone supports abundant, diverse, and affordable housing options in every neighborhood. We also recognize that the scale of housing must be compatible with existing neighborhoods. Therefore, we support reducing the overall scale of single-dwelling infill housing while applying these policies in all single-dwelling zones citywide:

### Housing Types

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- Accessory dwelling units. Allow both an internal and a detached ADU on a single residential lot.
- Triplexes. Allow up to 3 units within the envelope of a typical single family home.
- Cottage clusters.
- Incentives to encourage development of small, age-friendly housing so older Portlanders can transition to housing within their neighborhoods.
- Density bonus if the dwelling is affordable, and/or in exchange for constructing smaller units.

### Narrow Lots

Portland has historically narrow lots of 25 to 33 feet wide scattered throughout the city, many of which are currently vacant. These offer a ready supply for infill housing. Portland for Everyone supports allowing development of these lots if the housing is kept to a smaller scale consistent with the neighborhood, and if street-facing garages are not allowed, as these detract from neighborhood character.

### Demolitions

Portland for Everyone supports changes to decrease the frequency of demolitions.

- Allow internal conversions of existing homes into 2 or more units, if they retain their single-dwelling appearance.
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Signature

Name

Email

Date

Signature

Name

Email

Date

AMBER TURNER

amber@homesweetg  
8/11/16

Jaime Arb Haessig

jaime@homesweetgdx.com  
8/11/16



E. P. J. ERICA DUNN erica.greenhamer.com 8/19/16  
 Signature Name Email Date

Nancy Chapin NANCY CHAPIN nchapin28@gmail.com 8/10/16  
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Christine M.C. MANNING mchristine.manning@gmail.com 8/10/16  
 Signature Name Email Date

David B. Berge David Berge drberge@gmail.com 8/10/16  
 Signature Name Email Date

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If you are printing and mailing this form, please send to:

Portland for Everyone c/o 1000 Friends of Oregon | 133 SW 2<sup>nd</sup> Ave. | Portland OR 97217

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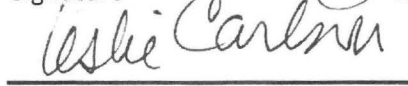
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	Michael Westling	mwestling@gmail.com	8/2/16
Signature	Name	Email	Date
	Leslie Carlson	leslie@brinkcomm.com	8/3/16
Signature	Name	Email Com	Date

Sarah Mace SARAH MACE MACE.SARAH@MAIL.COM 08.04.16  
 Signature Name Email Date

Sarah Wilkinson Sarah Wilkinson wilk.sarah@gmail.com 8/4/16  
 Signature Name Email Date

Margaret Malarkey Margaret Malarkey margaret@brinkcomm.com 8/4/16  
 Signature Name Email Date

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 Signature Name Email Date

Signature Name Email Date

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	DEE WISE	wisemove1@msn.com	6/26/16
Signature	Name	Email	Date

Signature	Name	Email	Date

AK2

**Portland for Everyone**  
**Residential Infill – A Way Forward**

37252

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Signature

Name

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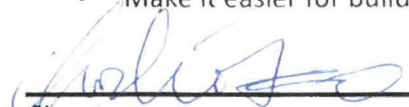
Date


Signature

Name

Email

Date

 Charles Tso ctsd@umich.edu 06/29/16

 MATT FERRIS-SMITH matt.ferrissmith@gmail.com 6/29/16

MKZ

### Online signatories through August 15, 2016:

As submitted through the P4E web form to the Bureau of Planning & Sustainability on their first Concept Report Draft

	Email Address	First Name	Last Name	More about my PDX housing concerns or experience:
1	cytso@umich.edu	Charles	Tso	
2	matt.ferrissmith@gmail.com	Matt	Ferris-Smith	
3	wisemove1@msn.com	Dee	Wise	
4	lcantor93@gmail.com	Leah	Cantor	
5	samuelnoble@gmail.com	Samuel	Noble	
6	eli@aracnet.com	Eli	Spevak	
7	i.f.mackenzie@gmail.com	Iain	MacKenzie	
8	drutzick@gmail.com	Dan	Rutzick	
9	aaronmbrown503@gmail.com	Aaron	Brown	
10	brina415@gmail.com	Sabrina	Haggerty	
11	jackdkelley@gmail.com	Jack	Kelley	
12	rkellyalso@gmail.com	Rachel	Kelly	Homeowner in Montavilla, have lived here 10y. As frustrated as I am about profit-focused development, I know that we need FAR more density than we currently have to support a growing population.
13	leonporter@yahoo.com	Leon	Porter	
14	arudwick@gmail.com	Allan	Rudwick	
15	odwallace@gmail.com	Katie	Wallace	
16	gitbass@gmail.com	Norman	Buccola	
17	audreybcraig@gmail.com	Audrey	Gnich	Let's make Portland a livable city!
18	evan.heidtmann@gmail.com	Evan	Heidtmann	I would also support reducing parking minimums to 0, regardless of lot size.
19	lhager@pdx.edu	Lynn	Hager	I am a PSU student and mother going to school full time while my fiance works 60 hours a week. We spend 40% of our household income on rent and our landlord currently charges us at least 20% under market rate. We are not able to move closer to my fiancés.
20	gabtala@gmail.com	Gabriel	Talavera	Architect interested in affordable housing issues
21	slucky.21@gmail.com	Stephanie	Neely	
22	robinmotion@gmail.com	Rob	Vaughn	Former cohousing member; cannot afford to buy a home near the house my daughter lives in with her mom; concerned I have been priced out of Portland.
23	dmallen174@gmail.com	Dale	Allen	
24	jlabbe@urbanfauna.org	Jim	Labbe	Let's set the standard for an affordable city, with dense walkable and biodiverse neighborhoods with rich and varied



25	m.hanchrow@gmail.com	Marsha	Hanchrow	access to nature! I'm not wealthy enough to buy into the close-in neighborhood I've lived in for 15 years. Every unassuming house that is torn down rather than fixed up is replaced with a larger "statement" house. I'd love to have the smaller old house joined by a smaller new one.
26	wgherbert@yahoo.com	William	Herbert	I support the intent and the wording of this document, and I urge the City to support it, too.
27	Evans@InhabitPortland.com	Evans	Boyd	anything to create more AFFORDABLE housing would be amazing. Would love to see progress towards creating code allowing tiny homes in PDX. I understand this is a complicated issue, but there are a lot of smart peeps working on these issues here and I have faith that we will find solutions.
28	Michaelbamesberger@gmail.com	Michael	Bamesberger	
29	ruthadkinspdx@gmail.com	Ruth	Adkins	I want all 3 of my kids to be able to buy some form of a home here, and I want to be able to downsize and age in place!
30	patricksturina@gmail.com	Patrick	Turina	
31	atparish@gmail.com	Andrew	Parish	We need to build more housing of all kinds in our lovely, transit-connected, close-in areas.
32	erikedwards@gmail.com	Erik	Edwards	
33	al3x@al3x.net	Alex	Payne	
34	erinadrift@gmail.com	Erin	Madden	
35	seltzere@gmail.com	Ethan	Seltzer	All of them!
36	drwolf@easystreet.net	David	Wolf	Transit should be just as responsive to development trends as development is to transit corridors. Making the zoning apply city-wide (and not just to a segment of the city) will avoid reinforcing low-density development areas without good transit access.
37	frankielewington@gmail.com	Frankie	Lewington	rising price of rent/lack of affordable options
38	susanm@spiretech.com	Susan	Millhauser	We'd love to build several smaller homes on our lot and a half (half lot is historic lot of record that is vacant) in the Concordia neighborhood while retaining our original 1928 home. I hope the City adopt's the Portland for Everyone infill proposal so more people of middle and lower incomes can afford to live here.
39	drjill@journeywithdrjill.com	Jill	Strasser	
40	cf.hermann1@gmail.com	Christine	Hermann	
41	benw@seradesign.com	Ben	Weber	Flexibility of housing sizes, styles, and compositions is necessary in 42Portland to better provide a spectrum of

				affordability and create units that actually suit the needs of changing demographics and household arrangements. "Missing Middle" style housing is a key component of making this possible.
42	macodrum@gmail.com	Donald	MacOdrum	
43	currenryan@gmail.com	Ryan	Curren	
44	gismap1@gmail.com	Ray	Atkinson	
45	hannahrosegalbraith@gmail.com	Hannah	Galbraith	
46	ccurry8@gmail.com	Cheryl	Curry	Smaller homes that are more affordable will naturally keep talent and passion close-in and keep Portland buzzing!
47	northportlandhomes@gmail.com	Emily	Martin	My partner and I started a non-profit in March to help people in North Portland stay in their homes, specifically focused on gentrification. I definitely agree with your concerns and support your ideas for allowing more multi-families homes and less demolitions.
48	criticalpath@gmail.com	Suzana	Marjanovic	I'd like more affordable housing, but am concerned about the ravenous speed of development and ugly high rise condos. I want more smaller homes that fit the working class without sticking them into a condo.
49	dan.rubado@gmail.com	Dan	Rubado	
50	ellery.sills@gmail.com	Ellery	Sills	
51	daniellakram@gmail.com	daniella	kramer	I have had \$400 rent increases happen to me twice. Keep this up and I'll be pushed out in no time! I'm a full-time student and scared that I won't be able to afford housing before my degree is finished..
52	bensediting@gmail.com	Ben	Asher	Increased density will ease rent inflation, but won't create new affordable housing (based on service-sector wages). These units aren't profitable to build without subsidies and/or the involvement of nonprofits.
53	mike.andersen@gmail.com	Michael	Andersen	Portland is great, but Portland will be great when there are slightly more homes in it. The idea that a city can't remain beautiful while gradually letting its buildings become more like Paris's or Amsterdam's is odd to me.
54	nathan@graphicmath.com	Nathan	Banks	
55	rosalie.nowalk@gmail.com	Rosalie	Nowalk	I thought, at my age, that coasting toward retirement wouldn't seem like such a fast-moving scary roller coaster to homelessness, but that's the way it seems. I'm a renter who can't truly afford the rent, but I can't afford to buy a home when the sticker price is so high.

56	amystork@gmail.com	Amy	Stork	It's silly not to allow people to make smaller spaces within larger houses or put multiple homes on lots. We want energy efficiency, density, compact cities where people can walk and bike. We want to increase housing supply and slow down demolitions.
57	stacy.zurcher@gmail.com	Stacy	Zurcher	I live in Inner SE and rent, in a courtyard shared by two triplexes. Concerned about renters getting priced out. Retired, resident of Portland for 40 years, homeowner. We need the flexibility provided in this proposal to keep our neighborhoods livable and accessible. I live in inner SE Portland and would love to see more affordable density in my neighborhood!
58	mctighe.tom@gmail.com	Tom	McTighe	
59	leelancaster.9@gmail.com	Lee	Lancaster	
60	Caitlin.Baggott@gmail.com	Caitlin	Baggott	We are a family of four: working dad, stay-at-home mom, and two elementary-school aged children. We can't afford to buy and were lucky to find half of a duplex to rent in Inner SE. This duplex was built in 1965 and doesn't really fit the style of the homes around us. It would be nice to limit sizes and increase flexibility and neighborhood compatibility.
61	karenstahr@yahoo.com	karen	stahr	
62	howpamfam@hevanet.com	Howard	Cutler	
63	joangrimm1@gmail.com	Joan	Grimm	
64	mattcramer88@gmail.com	Matthew	Cramer	
65	kyouell@gmail.com	Kathleen	Youell	
66	maureen.catherine.young@gmail.com	Maureen	Andersen	As someone over 70 with limited resources, the suggested alternative housing ideas are welcome, and overdue. I am very disturbed to see low-income people forced out of Portland by increased housing prices and replacement of smaller and more affordable houses by large "mega-mansions".
67	wordbizpdx@gmail.com	Martha	Wagner	
68	cappuccino.bennett@gmail.com	Susan	Bennett	
69	victoriabalenger@gmail.com	Victoria	Balenger	



## My Portland Housing Story

I AM A 26 YEAR OLD  
RENTOR WHO CAN'T IMAGINE  
BUYING IN PORTLAND AS IT  
IS CURRENTLY ZONED. I WORK  
FOR A NON-PROFIT. CAN I EVEN  
LIVE HERE LONG TERM? MY  
LONG TERM STABILITY AND THE  
HEALTH OF MY NEIGHBORHOOD  
WILL BE STRONGLY AFFECTED BY  
THE DIVERSITY OF THE NEIGHBORHOOD.  
I WISH I KNEW I COULD STAY HERE  
LONG TERM. MORE DIVERSITY MORE OPPORTUNITY.



Abundant,  
Diverse &  
Affordable  
Housing for All!

[www.portlandforeveryone.org](http://www.portlandforeveryone.org)

a project of 1000 Friends of Oregon

## La Historia de mi Vivienda en Portland

I am 30 years old, + was  
only just able to buy b/c:

1) I live in a cohousing  
community that shares  
resources + space.

2) Portland reduced parking  
mins. along transit, +

3) the sellers were kind  
enough to enter how my unit  
into the Pross Grand community.

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twist.

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Todos!

## My Portland Housing Story

By mostly dumb good fortune  
I find myself owning a  
home. WHAT A BLESSING!  
To be able to invest my  
sweat equity into simple  
long-term improvements that  
accrue directly to my family.  
Everyone deserves this feeling.  
Smaller-scale + innovative housing  
options makes home ownership  
more accessible to everyone!



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STRONGHEART

## My Portland Housing Story

I am a retired teacher  
who has lived in the same  
4-plex for over 20 years.  
My retirement is PERS + SS.  
My landlady just emailed  
me (1/1) that my month-to-  
month \$995/mo rent would  
be changed to \$1,500/mo  
1-year lease on January 1.



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Jack D.

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## La Historia de mi Vivienda en Portland

I will never be able to afford my 2 home where I grew up.

(The neighborhood or the home)



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## La Historia de mi Vivienda en Portland

I'm living in a 3 BD House. In the past, my sweetie who has rented for 10 years in NPDx Killingsworth/Greeley, would stay in another house while renting out her house through a R/B. In one week, she ~~could~~ pay the rent. Now, the owners ~~are~~ have ~~gone~~ built an ADU & they will very likely increase the rent.



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## La Historia de mi Vivienda en Portland

por los últimos años ha sido muy complicado encontrar vivienda que se adapte a mi presupuesto y necesidades es muy cara la renta y poco espacio para mi familia necesitamos renta accesible y de casas de buena calidad. equidad de vivienda por favor



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## La Historia de mi Vivienda en Portland

I moved back to Portland, my home after doing good work abroad for six years. My first apartment was barely a 1 bedroom and cost \$950.00/month, a "good price" I was told by other tenants. When the rent was raised to \$1200.00, I had to move. I now live in an illegal room, a basement with no egress window, with 4 roommates. Just to stay in in Portland's city limits.



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## My Portland Housing Story

I'm very lucky - had a good job during the recession that allowed me to buy my 1<sup>st</sup> home @ low price @ age 27. Most of my friends are just now in this financial position, but challenged from finding permanent housing as they are out-bid time and time again. They are stressed, constantly moving & finding it harder to make ends meet as housing costs increase. Meanwhile, my home is now doubled in value - I could not afford to buy my own house today. Great for me, but not so much for so many who didn't catch my stroke of luck. Housing should not be left to chance, luck, fate.



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We need to ensure there are always options for a variety of housing needs.

## My Portland Housing Story

I LIVE IN AN APT IN NE. PORTLAND. I GREW UP IN PORTLAND AND AM NERVOUS THAT I WILL BE PRICED OUT OF THE CITY I LOVE. I AM NERVOUS THAT PORTLAND'S HOUSING EXCLUSIVITY (MISSING MIDDLE) WILL PRICE OUT DIVERSITY, WHICH IS ESSENTIAL TO A COMPLETE COMMUNITY!!



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## My Portland Housing Story

I'm 28, a lifelong Portlander, and I'm seriously worried that I may not be able to afford to live here for much longer. We need more flexible, diverse, accessible, and affordable housing choices in ALL of Portland's neighborhoods!



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## My Portland Housing Story

I live in a proud Grand Condo built by E.I. Spivey, which I bought in 2011. I could have bought a 500 square foot condo at the time, but got much more space in my PG home.



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## My Portland Housing Story

I'm thankful to be a homeowner as of this year, but for the past 10 years prior I lived in duplexes, divided houses, and ADUs. This type of low-cost, small sq. footage housing made it possible for me to live in the city. I now have a double lot and would like to build the kind of affordable small housing that enabled me to start a life here.



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## My Portland Housing Story

I live in a Victorian that was divided and had a second-floor kitchen installed in the 1940's. This makes for a great shared household. It would benefit the city enormously, in multiple ways (economics, social, etc.) to allow such things again. Is there not a housing emergency? Let's act on this reality!!



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## My Portland Housing Story

I have lived in Portland 13 years, after being born in Portland and growing up in Eugene. I have lived in shared housing, a fourplex (for 9 years!) and a duplex in all that time. I currently live in a land trust property that is going to have development in my back yard and I really hope it is tasteful and not huge! Please keep house sizes down!!



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## My Portland Housing Story

I live in one of two units above a bar. It's very loud - when the bar has a concert my apartment vibrates. It's less than ideal but I can afford it - it allows me to be close enough to my workplace to bike commute.



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## My Portland Housing Story

When Housing For Cars  
Trumps More Housing For People  
~~We're doing it wrong.~~  
We're Doing it wrong.



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## My Portland Housing Story

As an architectural designer,  
I advocate for ADU's and ways  
to increase density gently  
while preserving neighborhood  
character. Unfortunately, many  
of our clients ~~say~~ say that  
to pay for the construction  
of their ADU, they have  
to rent on AirBnB, rather  
than to a monthly renter.

(Perhaps when oil is less abundant and  
we travel less these ~~buildings~~ units  
will become available as permanent homes  
in desirable areas.)

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## My Portland Housing Story

I live in a 7-plex in a  
residential neighborhood (Belmont)  
that could not be built today.  
(It was built before <sup>1954</sup> zoning codes).  
As a renter, I am concerned  
by the small amount of  
affordable apartments in  
residential neighborhoods, &  
I would like more to be  
able to be built.



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## My Portland Housing Story

My stepdaughter gave up her room  
and moved in with her mom and I  
so that the boy in her class  
whose family is becoming homeless  
could move in with us,  
and stay in school.

Why do we prioritize the aesthetic  
preferences of the comfortable  
over the right to have a roof over one's head?



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## My Portland Housing Story

Moved to Portland in 1966 & wanted 4 Br house for \$150/mo. In 1968 bank foreclosed on landlord for non-payment of mortgage & everyone was happy for us to assume the mortgage. Mortgage was \$100/month. Things like that don't happen these days.



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## My Portland Housing Haiku

(Five-Seven-Five syllable, 3-line poem)

Homes, Parks and People  
I love my great neighborhood  
But it's time for change



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## My Portland Housing Story

Like At 24 I bought a house in Boise/Eliot unaware of the history of Portland/redlining/etc. 15 years later many of my black & brown neighbors are being forced from the neighborhood because



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1) They historically denied loans for home ownership.

2) So they're rental in the neighborhood

3) Now being evicted so that homeowners can absentee landlords can sell/dramatically increase rents. →

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## My Portland Housing Story

My family is lucky enough to own 2 homes in Portland. As I head to retirement I want to be able to afford a small condo or cottage size home and I want my 3 children to be able to buy a home and live here.



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## My Portland Housing Story

A wife in Arizona presently  
rents a 2BR for about  
800/month. Wants to  
move home - MA asked  
her to plan on a 1BR  
and much higher rent.



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## My Portland Housing Story

I rent a room in a  
lovely house in a  
great neighborhood.  
But I could never  
afford to buy a  
home in this area,  
+ even renting an  
apartment would  
be a stretch.



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## My Portland Housing Story

Let's build equity.  
Housing, schools, transportation.  
Housing for All now!



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## My Portland Housing Story

I built a second home  
on my lot and used  
my as an ADU. The  
because I was building  
the "main" house, I was  
forced to build at  
least 3 times the size  
of my existing home.



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## My Portland Housing Haiku

(Five-Seven-Five syllable, 3-line poem)



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Grew up in Portland  
Left and came back after years  
There's nowhere to live!

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## My Portland Housing Story



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own in ne pdx built an  
ADU, live in it. rent main house

ADU builder small business owner

aiming to grow my business  
through focusing on creating  
density / affordable housing  
living wage job training

I will  
pitch  
in!!

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## My Portland Housing Story



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I live in A 5-bedroom, 3200  
SF house with my husband  
2 kids and father-in-law. My  
husband grew up in that house, and  
so did his mother. We bought it from  
my husband's father (who lives  
with us). It's a huge house  
that could conceivably - and  
easily - be turned in a duplex  
or even triplex, but for the city's current  
zoning code. It's time for a change.

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## My Portland Housing Haiku

(Five-Seven-Five syllable, 3-line poem)



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See me. My skin is  
Brown, I'm female.  
I'm native to Portland  
I love my city.  
I enjoy my neighborhood  
I know my neighbors  
I want to share my home  
that provides me a good  
livability, affordability and safety

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## My Portland Housing Story

As a homeowner in portland, I  
try to create the future I want  
to see. I have 3 non-relative  
adult roommates @ under market  
rate. I look forward to law  
encouraging even denser living



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## My Portland Housing Story

Been in Portland for  
30 years, and I'm worried  
that my kids can't  
afford to live here



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## My Portland Housing Story

I work w/homeless 18-25 yr olds. One young  
person's story: Kicked out e age 19. Came to  
Portland + found support to get stable. He got  
an internship, which turned into a permanent job  
due to his skills. He got promoted. Eventually,  
he was working 40 hrs/week + going to school.  
He was still homeless; we couldn't find a place  
he could afford to rent + still get to work.  
At the same time, I'm working 40 hrs/week  
and moving out to Hillsboro with an hour commute.  
I have a great job that I love, and I can't afford to  
live here!



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## My Portland Housing Story

I bought ~~and~~ my  
first house in 2008 after  
10 years of renting. I  
could afford it then.  
I couldn't now. I've  
watched beautiful small  
homes be destroyed +  
replaced with towering  
monstrosities few in  
the neighborhood can  
afford. And it breaks my heart.



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## My Portland Housing Story



It was very hard for me to find housing when I moved to Portland a year ago. I ended up living in a house with 3 other people. Then I got evicted. I wanted to live in a small unit that is affordable but there is no other options between sharing a house with 3 or 4 people or living in a new and expensive apartment building.

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## My Portland Housing Story



I rent in Portland. I enjoy living here (no driving), but sometimes about not being able to afford it.

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## My Portland Housing Story



The first entry into affordable home ownership for me & my wife was to buy a house with another friend and rent additional rooms to 2 other friends. It was not easy to find a bank to give us a loan, but ultimately we convinced one to take a chance. My wife & I still own that home, and the others we bought out do to. Financing solutions are key to buying & staying in a home.

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## My Portland Housing Story



My family is "house poor" due to chronic underemployment, costs of raising a family in the city and streable housing debt. Home repairs are often postponed. We get by, occasionally hosting exchange students, friends or short term renters.

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## My Portland Housing Story

I grew up in Boring, OR, with terrible transit that still meant a lot. Even when PDX was "cheap" it was expensive. I lived in house shares where one person lived in the basement to make a 2 bedroom into a 3 bedroom. Now I own a small home. If allowed, I will build 2 ADUs on my property.



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## My Portland Housing Story

I'm very lucky to live in a home that my roommates bought eight years ago when houses were priced very low. I have very low rent consequently. But my mobility is limited because I know I won't be able to afford rent elsewhere.



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## My Portland Housing Story

WOOF. WE FEEL FORTUNATE! TO HAVE BOUGHT IN 5 OFFERS & 20% OVER ASKING. THIS IS CRAZY!



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## My Portland Housing Story

We bought our house in 2008. Our neighborhood was affordable then. In 8 years, we saw prices drop initially due to the recession and foreclosures flooding the market, then zoom upwards. Now even 2 bedroom, 700-900 sq ft houses are selling for over \$215,000. The only buyers (for owner-occupied homes) are double-income professionals. No



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place for the working class anymore. And the number of people camping along the Springwater Trail tripled. And rents are rising 20-30% per year - while wages are not rising at all.

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Mayor, Commissioners,

November 16, 2016

My name is Evan Burton. I live in what some residents refer to as “The Forgotten Neighborhood” of Sumner, a residential area comprised mostly of modest bungalows on lots zoned R7. Sumner also includes the industrial area north of Killingsworth, including the Johnson Lake natural area.

I’m here to speak in support of rezoning to accommodate middle housing and residential infill.

Every neighborhood should do its part to accommodate a growing population in Portland and with a focus on affordable housing.

Parking is an issue I’ve heard frequently raised: Sumner has an *abundance* of available on-street parking that could easily accommodate multi-use development along Sandy Blvd. as well as residential middle housing. Walk around Sumner for evidence.

One concern of Sumner residents is the number of so-called “zombie homes” and vacant bank-owned houses sitting empty in Sumner. Quite a few of these houses are on corner lots, boarded up and/or in much need of repair. Obviously, present zoning that allows for duplexes is not of interest to builders. However, should rezoning in our neighborhood allow for triplexes and/or courtyard style housing of reasonable design, the city could address several needs in Sumner: 1) make vacant lots habitable for additional households; 2) create demand for more small businesses to serve the immediate neighborhood along the Sandy Corridor (we have few amenities most neighborhoods take for granted—a coffee shop or grocery store within walking distance); 3) transition available greenspaces into parks due to demand (we have not one park in our neighborhood); 4) reduce crime, including home burglaries and opportunistic theft—this past summer our neighborhood proactively dealt with a notorious squatter house that is as of yesterday being cleaned up for eventual sale; and 5) add needed infrastructure—we have few walkable sidewalks and not one marked and safe crosswalk that connects our neighborhood to each side of Sandy Blvd.

Yes, Sumner Neighborhood is on *that other side* of 82<sup>nd</sup> Ave, but we’re here and we can be a player in helping to resolve our housing crisis. My wish is that the City of Portland, Mayor and Commissioners, act cautiously, fairly, and with circumspection for my neighborhood, for other neighborhoods, for a city I dearly love, for those who live here as well as those who will come to live here.

Thank you,

Evan Burton

8957 NE Wygant St.

(503) 729-3928



11/16/16

SIMEON HYDE  
 3901 SW MOSE ST.  
 GASTON, OR. 97019

My name is Simeon Hyde and I own and live in a house in Multnomah Village and I have witnessed first hand the reality of "the new Portland".

Last Spring, I rode my bicycle East on Division St, S.E. from about Tenth St. out to Fiftieth. I had been told that this particular neighborhood was a good example of what "the new Portland" might look like - four story apartment buildings sited next door to one hundred year old, single story bungalows.

This juxtapositioning of physical shapes is jarring - the four story building casts an unsettling psychological if not physical shadow over the comparatively little bungalow.

The new apartment buildings, many constructed without off street parking, have filled the surrounding neighborhoods with cars.

This same physical environment has been created up on North Mississippi Avenue. The lack of street parking can be measured by the constant glut of cars all cruising the main street desperately searching for that one vacant space. The surrounding neighborhood streets quickly fill with non resident cars.

When the issue of parking comes up, the city responds by saying that citizens will have to give up their cars and depend on public transit.

When public transit is asked about this plan, they respond that they do not have the finances necessary to extend transit hours on existing lines never mind establishing new routes.

The end result of this is that I perceive the city as failing in its attempt to deliver a well thought out and complete plan for the development of the city.

The analogy comes to mind of a jig saw puzzle missing critical key pieces - interface of new buildings with existing ones, parking and public transportation.

It is time for the city planners to slow down and take a critical look at what they have created so far and objectively categorize what has and has not worked well.

The Nore Winter presentation showed us what has been done well in other challenging urban environments and should be used as a primary reference by our city planners. Why not hire Mr. Winter and his company to consult with us concerning our planning efforts?

The citizens of Portland deserve a well thought out plan - one that keeps the high liveability factor of our city as a prime objective.

I SEE THAT KEY PIECES MISSING FROM THE PROPOSED PLAN